

DE BOW'S REVIEW.

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SOUTHERN COTTON—COMPETITION OF ALGERIA.

If France should succeed to her wishes in cultivating sea-island cottons in Algeria, we should be serious sufferers both in our local and general interests; and first, in our local, because, since she would naturally manufacture in preference the product of her own colonies, the supply of this description from America, to the extent of that supply, would be displaced, and the fall of price would follow the cessation of demand. This success of France would impose on the maritime portions of the Southern Atlantic States the necessity of restricting the culture; because the injury would extend beyond the mere loss of a market for a specific quantity; it would involve also the loss of that quasi-competition now existing between France and England, and leave us absolutely to the mercy of England, our only remaining customer. To the general interest, the substitution of the home-raised article in the markets of France would involve the loss of that prestige which invariably attends the production, by a single people, of a raw material essential to the welfare of other nations.

Let us examine, carefully, then, this question so important to our interests, and ascertain to what extent France may succeed in her attempts to produce sea-island cottons in Algeria.

And, in the first place, the fact must be conceded, that the soil and climate of Algeria are favorable to the production of fine sea-island cottons. The numerous specimens exhibited in the "Palais de l'Industrie," the high numbers to which they were spun, the beautiful laces and muslins into which they were wrought—are so many evidences of the fact that cannot be set aside. These specimens were, for the most part,

of exceedingly high qualities: they were spun up readily to No. 600—the highest number wanted for laces—and hanked and dyed so as to be undistinguishable by any but professional eyes, from the finest materials of silk. The crop of the last year was 2,500 bales, of 250 lbs. each. Grant, then, that great efforts have been made by the French Government to effect this result—that high bounties have been offered to the Algerian cotton grower, in the form of an assured high price for his product, and that other encouragement, in other forms, have been held out to them—still we must see, that the result could not have been reached unless there had been a natural fitness for the production. Then we come naturally to the inquiry, how much of the Algerian soil can be devoted to the culture of this fine material? Can France satisfy all her wants from this source, without reliance upon *our supplies*?

The African possessions of the French consist of three provinces—Constantine, Alger, and Oran. Resting their northern bases on the Mediterranean, they stretch southwardly until they reach the chain of the great Atlas, which separates them from the Desert. The direction of this chain (which is nearly east and west) runs parallel to the Mediterranean; while the lesser Atlas takes a similar course, but nearer to the Mediterranean. The vallies that lie between these chains are interrupted by ridges that run from the one to the other, or broken by hillocks which, from their form and composition, the French call “Mamelons of basalt.” The country lying between these chains of mountains is composed of secondary deposits, of calcareous earth, of quincunx rocks, and of earth strongly impregnated with iron or with salt. The main chain of the Atlas, on the other hand, is composed of rocks of quartz and mica, called gneiss. Now, it is apparent from this sketch that the mountains occupy a large portion of the French possessions in Algeria, and these are, for the most part, treeless and desert; while many of their slopes exhibit the same inhospitable appearance. A map in relieve would show how great the proportion of land is which is unfit for cultivation; and it is only the plains at the foot of these mountains, or the vallies that divide them, that offer any inducement to agricultural enterprise.

These vallies are rich, but narrow, and fed by very considerable streams, which are swollen during winter by the rains, and almost dried up during summer by the intense heats prevailing at that season. Of these, the Metidja valley, lying directly back of Algiers, is the largest and the most noted for fertility; but it is certain, from the necessity of the case, that a large portion of the entire arable surface of Algeria cannot be given to the cotton culture, because it must be applied to

the subsistence of the inhabitants; and it is probable in the highest degree, that, from the conditions of climate already cited, the cereals will eventually constitute more profitable objects of culture than the cotton plants; because, planted in autumn, they will meet the winter rains, and mature in that latitude before the severe droughts and heats of summer are at their height; while the cotton, on the other hand, requiring to be renewed annually from the seed planted in the spring, is dependent on *irrigation* during the heats and droughts of summer in order to insure success. The portion of the cultivable soil, therefore, which can be given to the cotton culture, must further be limited to that which is capable of irrigation throughout the summer.

I could, by no statement which was in print, or any intelligence I could collect from the gentlemen connected with the culture of cottons in Algeria, ascertain the exact number of acres cultivated in sea-island cottons in 1854. The number of bales produced was 2,500, of 250 lbs. each. The average of our production per acre, I have assumed to be 130 lbs. of clean cotton. This rate, I was assured, was much exceeded in Algeria—"at so low a yield they could not cultivate it—the expenses would be too great to leave any profit." But admitting that the present rate of production per acre exceeds our own, it cannot be presumed that this rate can be sustained; because it is known, that experiments conducted on a small scale, wherein the lands best adapted to the culture are always selected, invariably give greater results than can be realized when the culture is extended over a wider surface; and because the exhaustion of the cotton culture involves the necessity of repairing the soil by continual manurings, the expense of which all cultivators cannot afford. Nevertheless, in considering this subject, it must be borne in mind, that the whole power of the French Government is directed towards making Algeria a great and prosperous colony; and especially to make her furnish the needful supply of sea-island cottons. In our country, wherein Government interferes so little in enterprises of such a nature, and wherein, in fact, its power is almost unfelt, we can scarcely comprehend the force of the phrase, "the power of the Government." But in France it is different, and in Algeria especially the power of the Government implies something enormous; something that must be seen and felt in order to be understood. It implies the making of roads by the labor of soldiers—the establishment of communications between cities and cities, by railroads, at the government expense—the planting of nurseries and experimental farms, superintended by scientific and practical men, at high salaries, paid from the public purse—the build-

ing up, at convenient central points, of machine shops, for the ginning and preparation of the raw cotton—the stimulating the production of the finer varieties by the offer of excessive premiums to the most successful—and, lastly, by the promise of a highly remunerative price for all that is produced, a price far exceeding the actual commercial value of the article;—all which encouragements act as an enormous bounty on the production of sea-island cottons in Algeria.

No one who gives due weight to these considerations can be blind to the conviction, that if the present ratio of increase be continued for five years, France will supply herself, from her Algerian possessions, with her whole required stock of these fine cottons. She would effect this result, in our opinion, by violating all just maxims of political economy, and at great cost to herself; but we should be wrong to suppose that she will not do it, (in deference to the popular dogma of encouraging an industry entirely national; a doctrine, once so fashionable with us, and so conformable to the practice, and grateful to the nationality of the French people,) because, in respect to the production of sugar from beet-root, she has already done it! But the injury to our interests from the Algerian culture of fine cottons, must stop here. Beyond the frontier of France, these forced productions must fail of a market. They cannot displace ours, or compete with them, except within these protected limits.

But the present purpose of France is apparently to supply herself with this fine article at any cost, so that, in the event of a war with us, her manufacturers of the finer fabrics shall not be driven from their employments, but may continue their work independently of our supply. Let us examine whether she is likely to succeed in her effort. Of the power of the government when exerted to this end, we have already spoken; of the general character of the soil and climate, we have given some glimpses; but to comprehend more clearly the influences which these may exert on the culture of fine cottons in that region, it may be instructive to add, that the subsoil is argillaceous or calcareous, at Algiers; silicious at Bone, and calcareous or schistous at Oran. The superincumbent cultivable soil, otherwise called humus, in the plains of Oran, is thin, averaging but seven inches; but deeper and richer in the Medidja valley (behind Algiers,) and likewise in the neighborhood of Bone, in the province of Constantine.

There exist throughout the French possessions in Algeria great lakes or marshes, shut in by hills or seated at the foot of their mamelons of basalt, of which the greater part are salt or brackish. Dry, for the most part, during summer, they fill up in winter with brackish water. Some are found

in Constantine; some in the Metidja valley, near Algiers, and they abound more than elsewhere in Oran. Salt-water streams throughout Algeria are more abundant than fresh; some charged with this substance held in solution find their way by narrow channels into the sea; some are buried in the sands, or like the Jordan, terminate in lakes.

The rainy season reaches from November to May. The rains are produced by vapors carried from the Mediterranean sea by the north winds, which, resisted by the chain of the greater Atlas as by a vast wall, and, condensed by the cold of these elevated regions, recoil, and water the plains with abundant showers. In summer, when rains cease, excessive dews serve in part to revive vegetation. While frost are rare, cold blasts from the mountains occasionally sweep over the plains in the spring, to the injury of cotton and all other delicate plants. The simoom, or hot wind of the desert, extends sometimes as far as Algiers, and withers the vegetation that it meets in its course. Equinoctial gales prevail in Constantine.

I have thrown together these facts illustrative of the soil and climate of Algeria, as compactly as possible, and without interrupting them by my own reflections, that men of intelligence may be the better enabled to reason out the results for themselves.

That France is determined to supply herself with sea-island cottons from Algeria, is apparent to all who observe the energy which she devotes to the work, and the cost which she lavishes in order to ensure its success. Will she succeed? The beautiful specimens of sea-island cottons, the production of Algeria, which were exhibited this year in Paris; the spinning of these same cottons, by the manufacturers of Lille, into numbers rated up to 1,200; the weaving of them into muslins and laces of extraordinary fineness; and the perfect imitation of the richest silks exhibited in the yarns and woven fabrics, speak conclusively as to the fitness of the soil and climate of Algeria for the production of the finer varieties of cotton. This point settled, the next inquiry is as to the extent of country which can be devoted to this culture.

We know from our own experience, that it is the sea-line of our territory only, or so much of it as is exposed to the influence of salt atmosphere, that produces the sea-island cottons in perfection.

By the peculiar formation of the country the prevalence of salt mountains and salt lakes, the sea-line of Algeria, so far as climate is concerned, is extended, so to speak, for several hundred miles into the interior; and those lands which, from excess of salt, are unfitted for grain, are the very same in

which the fine cottons delight. Assuming, then, that France will require 10,000 bales of sea-island cotton, of 250 lbs. each, for the use of her manufacturers, it seems probable to me, that a portion of arable land can be found adequate to the production of the required supply.

The next inquiry is as to the character and extent of the labor which she can apply to this production. The scarcity of labor, and its consequent high price, constitute, in fact, her chief impediment in the prosecution of this culture.

The French residents of Algeria, after thirty years of possession, amount to but 135,000. These are engaged in various other pursuits besides agriculture, and the heat of the summers is altogether unfavorable to their employment in the labors of the cotton culture. Of the native population, the Kabyles, (who, by the way, are of Caucasian blood,) are the best calculated for this service; but their labor costs from forty to sixty cents per day, and adds so much to the cost of the culture, as greatly to detract from its profits. The Arab is slow to quit his predatory habits, and devote himself to agricultural pursuits. The scarcity and cost of labor is, then, in my estimation, a far greater hindrance to success than any impediment growing out of soil or climate. But neither of these obstacles can stand in the way of the success of the experiment, so far as the supply for France is concerned; because the expenses of culture are in great part assumed by the government. The cultivator is relieved, for example, from all expenses in preparing his cotton for market. It is taken (in the seed) to government mills, erected and supported by the national treasury, and superintended by government agents, where this material is ginned and packed, and transferred to the manufacturers at a stipulated price; and this price, be it remembered, is an immoderately high one, far exceeding what the article would naturally bring in an open market of competition. And more than all this, the French Government has this year offered a premium of 60,000 francs to the producer of the finest sea-island cotton in Algeria. The successful samples were exposed at the exhibition, and the premium was said to have been divided between a native chief and the Messrs. Masguillier & Sons, of Havre, who, to their functions of merchants, have superadded that of planters of sea-island cottons in Algeria.

There seems no reason to doubt, therefore, that, under the influence of these various stimuli, the production which, three years ago, did not exceed a hundred bales, and has already swelled to two thousand five hundred, can, under the continued application of these stimuli, be made to supply all that France may require for her domestic consumption. But

here, as I have already explained, her success must stop, for no other nation will be content to pay for the material, (as she consents to pay) more than its natural value in the markets of the world. I am decidedly of opinion, therefore, that, in these markets, we shall continue to be unrivalled; first, from our command of the labor best adapted to the culture; and, secondly, from our superior ability to renew our lands when exhausted by overcropping.

It would appear, from information gathered from gentlemen engaged in cultivating sea-island cottons in Algeria, that their rate of production per acre is much higher than ours. They could not continue to cultivate (they tell me) if they could only reach our average of one hundred and thirty pounds of clean cotton per acre.

But let us suppose that they made less even than we do, and reached only the amount of one hundred pounds of clean ginned cotton per acre, (a supposition not improbable, when the continual deterioration of the soil adapted to this exhausting culture is considered,) then we shall perceive that it will take but 25,000 acres out of the whole arable surface of Algeria to produce the 2,500,000 lbs. of fine cottons required for the consumption of France; and at four acres to the cultivator, a complement of six thousand two hundred and fifty laborers will suffice to ensure the supply. To provide the needful labor, it is in contemplation to invite settlers from Minorca, to encourage emigrants from China, or transport Coolies from India; and they who have remarked the energy and fixedness of purpose which distinguish the career of the French Emperor, will not, for a moment, question his ability to provide the requisite labor, if, for political or supposed economic reasons, he chooses to provide France from Algeria with the exclusive supply of this fine material, so prized in her workshops.

It will probably surprise some of the cultivators of sea-island cottons to learn that these cottons, as well as other coarser varieties, have been cultivated experimentally in Algeria for the last twelve or fourteen years, on French account; and that being satisfied, apparently, with their success, they are straining every nerve to increase their supply, so as to render themselves completely independent of us. But it will surprise the American planter much more to learn that not only France, but England likewise, is satisfied with this success, and that companies are in contemplation, if not actually organized, *of which the capital is furnished by Manchester*, to cultivate sea-island cottons in Algeria, on English account! I have the fact from unofficial, but highly reliable authority; and our countrymen must prepare themselves to meet this new and unexpected competition, growing out of this equally new, and

strange, and unexpected alliance and fraternization of England and France.

Comparing the chances of the successful culture of sea-island cottons in Algeria and in our own country, we have, in summing them up, to remark, that the prevalence of salt mountains and lakes in the interior of Algeria, adds greatly to the area adapted to this plant, (rejoicing, as it does, in salt.) That the exemption from heavy frosts is likewise an advantage, permitting, as it does, the growth of ratoon; that the caterpillar, *noctua gossypii*, so destructive to our cotton crops, has never hitherto molested the plants grown in Algeria, and that high premiums and large prices secured to the cultivator act as excessive bounties on the present cultivation. On the other hand, the plant is subject to injury from cold blasts from the mountains in the spring, and from monsoons or hot siroccos from the desert in the summer; and throughout the season of growth, to heats and droughts, which make irrigation a necessity. In addition to which, they are without that description of labor which gives, and will continue to give, our agriculture the superiority over that of all others who want it.

That the sea-island cotton, notwithstanding the high rate of production assumed for it, can be produced as economically in Algeria as with us, I am disposed to doubt; but that it will be produced, nevertheless, in quantities to suffice for the consumption of France, whether economically or not, if the Government so wills it, is what I am perfectly satisfied may happen. Further than this I do not think it will go; and I would, therefore, advise our cultivators of that staple, not to regard as serious the English cultivation in Algeria, since that will die out of itself as soon as its uncertainty is felt, or as soon as the close alliance between England and France—under the withering influences of which the former is fast dwindling to the dimensions of a second-rate power—shall have died a natural or violent death.

Before concluding these remarks on the subject of Algerian cotton-planting, it may be of interest to add, that after various experiments, conducted for a series of years, two varieties only offer the prospect of remuneration to the grower; these are the New Orleans, for its productiveness, and the sea-island, for its fineness. The price set down is two francs, fifty cents for the former, and seven francs for the latter—prices which, could they be realized for our cottons, would make that branch of our agriculture the most remunerative in the world.

In admitting that France, by persisting in her efforts, may succeed in supplying herself, in a few years, with her whole required amount of sea-island cottons, I am far from admitting any such possibility in respect to the short stapled, or New

Orleans cotton. No other nation possesses our climate, our vast extent of unworn soil, adapted to the plant, our unequalled power to renew it when exhausted. None other possesses the same resources of labor, or the same skill in its application, or the same energy in action. In the extent of the supply, and the economy of production, we are, and must continue to be, unrivalled. We may defy competition in the simple matter of production, but we may be taxed out by the hostility of foreign nations. Yet would such policy be suicidal on the part of every such nation, because clearly more to their prejudice than to ours; for while they may abate consumption to our injury, they inflict on their own people a still greater injury, by condemning them to the use of a dearer article; and by excluding their own manufactures, by their necessary dearness, from the markets of every untaxed people. It is evident, then, to my mind, that the forcing system now attempted in Algeria cannot succeed, to the prejudice of our short cottons, and must be limited, with respect to sea-island, to the supply proper of France.

THE SOUTH CRIES, MORE LABOR.

We have often argued the labor question in the Review, in connection with the slave-trade, but the South has seemed to differ with us and we incline to drop the subject. In what the Augusta Constitutionalist says upon the scarcity of labor at the South, there is much good sense.

It requires no uncommon sagacity to discover that the wealth and strength of the South lie in its agricultural resources. So far as these remain in a state of nature, or are developed in a way seriously to impair the productiveness of the land cultivated, the public either gains nothing therefrom, or reaps benefits of the most ephemeral character. A plain statement of facts will set this matter in a clear light before the reader.

1st. The Southern States contain over six hundred million acres of land, which, for agricultural purposes, is not surpassed, and probably not equalled, all things considered, by any other equal area on the habitable globe.

2d. All the enclosed land in the South, according to the census of 1850, is fifty-five million three hundred and eighty-four thousand seven hundred and six acres, or less than one acre in ten.

3d. Experience has abundantly proved that negro labor, as employed in the planting States, is best adapted to the production of those tropical and semi-tropical plants which are the staple crops of the South.

4th. Experience has also shown that we cannot rely on immigrants from Europe to supply labor for the cultivation of cotton, rice and sugar in this country.

5th. In consequence of the supply of laborers from Africa having been wholly cut off since 1808, and the great demand for negro labor in all cotton, sugar and rice-growing districts, with the unavoidable high price of slaves, planters have been placed in that unnatural and unwise position which renders it more profitable to wear out the very cheap lands of the sunny South, than to maintain their virgin fertility. Had labor, during the last fifty years, been approximately as cheap as farming lands, or were slaves now as cheap as plantations, they could be bought at prices that would enable every enterprising man to improve his soil, and thus soon double the wealth and every kind of business connected therewith, in the slaveholding States. At the present perfectly abnormal, not to say extravagant price of good field hands, no one can afford to use slave labor for the production of manure, unless it be in purely exceptional cases. As a system of planting applicable to all cotton and corn fields, ours is emphatically in a false position.

No thoughtful, intelligent man can survey the old fields from the Chesapeake to the Mississippi, and not bear witness to the fact that there is something fundamentally wrong in Southern agriculture. To right this wrong is what the South most needs, and it can never enjoy lasting prosperity until its citizens have the good sense to find out wherein the wrong lies, and remove it.

The wise and good men who framed the Federal Constitution did not, could not, foresee the importance that was soon to attach to cotton culture in a part of the United States; nor how indispensable more laborers from Africa would become in the course of time, to meet the growing wants of the civilized world, in reference to our present great agricultural and commercial staple. Could they have looked into the unknown future, and in place of prohibiting the importation of slaves after the lapse of twenty years from the adoption of the Constitution, provided for the suppression of all the cruelties of "the middle passage," and given to this class of immigrants into the New World, every needful protection that good laws rigidly enforced can afford, the South would to-day be worth three times more than it is. Land and labor would then have borne relative prices, based on equal availability and sound agricultural economy; so that the soil, rapidly appreciating in value, because of the abundance of labor to improve it, would have been too useful to society to permit its destruction. Now, the great misfortune lies in the fact that

Southern public sentiment fails to see, as the people equally fail to feel, the popular error of consuming the natural fruitfulness of the fields which both feed and clothe them.

Without laborers to cultivate and improve the indefinite millions of acres of impoverished lands, our present practice of skinning and bleeding the soil will not be abandoned for many years. The public interest demands more laborers in the planting States; and this interest should be respected by all parties. The highest statistical authorities at the North estimate each able-bodied adult immigrant from Europe into the free States, as worth one thousand dollars to the public there. At this rate, two hundred thousand immigrants a year, give the North, every twelve months, two hundred million dollars worth of imported laborers. Will the planters and business men of the South fold their arms in idleness, and say that the large area of farming lands in this quarter of a common confederacy, shall have no benefit whatever from the introduction of human muscles from abroad?

THE MODEL NEGRO EMPIRE.

THE DOMINICAN REPUBLIC—HAYTI—THE EMPEROR SOULOUQUE, AS THEY ARE DESCRIBED BY A NORTHERN WRITER IN THE BOSTON COURIER.

We propose, in the present sketch, to present our readers with a brief account of the present government and condition of the island, the result of personal observation and information gathered from various sources, during a short residence upon it.

St. Domingo at the present time is under the control of two distinct governments, viz: the Empire of Hayti and the Dominican Republic, the territories of the former extending over about one-third, and those of the latter over about two-thirds of the whole extent.

The Hatien Empire, situate in its western part, is of an area of about eleven thousand square miles, and with a population numbering six hundred and fifty thousand, and comprises the region settled by the buccaneers in the middle of the seventeenth century, and subsequently ceded by Spain to France. From that time until 1791, it remained under the control of the French Government, when, in consequence of the servile insurrection which then took place, it fell into the power of the blacks, who have since retained it under their dominion.

The present Emperor Soulouque, or to call him by his imperial title, Faustin the First, was born in slavery upon one of the plantations of the island, at that time in the possession of

the French. He is cruel and superstitious, so ignorant that he is unable to write his name, and, although possessing a certain degree of shrewdness or cunning, devoid of genius or ability. One cannot fail of being forcibly reminded by him of his countrymen, the barbarian chiefs of Africa.

The revenue laws enforced within the Empire are such as would be utterly ruinous to the mercantile interests of any community. In addition to import and export duties, a stated price is put upon the most common articles of consumption, at which the merchant, willing or unwilling, is obliged to sell, even though he should thereby sustain a considerable loss. If he refuse, his goods are forcibly taken from him by the officers of the Government, upon the complaint of the person to whom he refused to sell.

Coffee, one of the principal productions of the island, is a Government monopoly. No one except the Government is allowed to purchase it from the producer; and from the Government the producer is forced to receive whatever price it chooses to allow. By the Government it is sold to the exporting merchants, being distributed among them in proportion to the value of their imports. In addition to the oppressive character of these laws in themselves, they are rendered doubly so on account of both merchant and producer being obliged to receive in payment for their property the worthless paper currency of the country. This currency is issued by the Government as occasion requires, and is the representative of no value whatever. At the time of the first issue its value was about ninety-five cents for the Haytien dollar, since which time it has been constantly depreciating until it is now worth eight or nine cents for the Haytien dollar. The bills are clumsily executed on coarse paper, two dollars being the highest and indeed almost the only denomination issued.

The export of the precious metals is entirely prohibited.

The law of the empire is contained in a code based upon the Code Napoleon, and reasonably well adapted to the circumstances of the island, were its provisions administered by upright and fearless judges. Such, however, is not the case. The judges are the submissive slaves of the Emperor, and decide, without question, as he directs. No civil case of importance is decided without consultation with the military commandant of the place where the court sits, and if any instructions have been sent by the Emperor, the case is decided pursuant to those instructions; if not, a timely bribe settles his wavering mind. Sometimes secret standing orders directly contrary to the provisions of the code are sent to the military commandants. The only lawyer we saw in Hayti was engaged in the somewhat unprofessional occupation of

begging salt beef from the captain of an American schooner. Criminal law is administered in a like arbitrary manner. Persons obnoxious to the Emperor are arrested and executed after the mockery of a trial.

Persons who are imprisoned are dependent mainly upon their friends for subsistence, as food is not regularly furnished them by the Government, and in consequence of this neglect much suffering is often occasioned. Bribery and corruption are practiced in the Empire of Hayti to an extent probably unknown in any other (civilized?) country, and with some few exceptions every official, from the highest to the lowest, has his price. An officer of the revenue engages in smuggling with as little compunction as his neighbor of the treasury steals bank bills for his private expenses.

The army of the Empire numbers about 20,000 men. These are drafted from the population at large, and transferred at once to the ranks, without the slightest knowledge of, or preparation for, military duties. While in the service they receive no instructions, not being even required to keep their arms in a decent condition.

It is impossible to give an adequate description of the Haytien soldier. The coat is of coarse blue woolen cloth, faced with red. The original colors are generally in a short time obliterated by dirt, and frequently, as it advances in years, it looses a skirt or a sleeve. The pantaloons are of tow cloth, and likewise bear the marks of rough and constant usage, being dirty and ragged, and occasionally the greater part of one of the legs is wanting. Shirts and vests are luxuries in which the Haytien soldier does not indulge. Their arms are in keeping with their dress, some having rusty muskets, some bayonets, some swords, and some all three. The officers dress as their fancy dictates and means allow—a wealthy corporal often casting in the shade an indigent general.

An amusing story concerning the army is current among the foreign residents of Port-au-Prince. Soap and candles to a large amount, manufactured by the Messrs. Winchester, of Boston, are annually imported into the island. The boxes in which these are imported are used by the soldiers, when upon a long march, as receptacles for their ammunition, and carried by them upon their heads. On account of this, it is said that the front of the imperial army, on a march to Aux Cayes, presented the somewhat surprising announcement, *E. A. & W. Winchester, Soap and Candles.*

Nothing in the island more forcibly impresses the stranger with its degradation than the army. When we reflect that, by these undisciplined and ragamuffin troops, whose appear-

ance provokes the contemptuous mirth of every foreigner, a population of six hundred and fifty thousand people are kept in a state of subjection but little short of absolute slavery, an opinion most unfavorable to their capacity and intelligence is necessarily forced upon us.

The naval force of the empire consists of four or five vessels of very light burden, and one small steamer. The vessels are poor, the sailors ignorant and undisciplined, and against a well-organized and determined invasion would afford no protection whatever.

It would be difficult to invent a more amusing caricature of a monarchical court, its pageantry and nobility, than that at present existing in St. Domingo. Soon after his assumption of imperial power, the Emperor conferred titles of nobility upon a large number of his adherents, which number he has since been constantly increasing with an unsparing hand, as no emoluments whatever are attached to them. The island consequently swarms with a needy and beggarly nobility. The Chevalier of the Legion of Honor of the Cross of St. Faustin begs pork of the foreign shipmasters, while his wife sells soap and candles to her neighbors. One may buy oranges and bananas of a Dutchess in the market place, or make the acquaintance of His Grace, her husband, in an adjoining grog-shop. Princes eke out their scanty subsistence by old jobs of tailoring, and Countesses take in washing. The first request of the officer who boarded us, on our arrival at Port au Prince, was for corned beef, and his second for rum.

This strange union of poverty with high rank gives rise to the most ludicrous incongruities. Dresses which, in more cultivated countries, lacqueys and footmen would be ashamed even to possess, are worn by the magnates of the land. *Chiefs of illustrious houses* appear in public, on gala days, with ornaments of glass and brass, the possession of which would ruin the business of a Yankee pedlar. The carriage of the Princess Royal rolls through the streets of Port au Prince, drawn by jackasses with rope harness. The Emperor, a short time since, was crowned in solemn state with a pasteboard crown, covered with false jewels.

The physical and moral condition of the mass of the inhabitants of Hayti is poor indeed. Living in a country where scarcely any labor is requisite for the support of life, and under laws calculated rather to repress than encourage industry, most of their time is passed in idleness. A few roots of plantain and banana afford a sufficient supply of vegetable food, and the neighboring sea an abundance of fish, while the labor of a few days suffices to rear their simple dwellings. They live in a state of promiscuous intercourse, the meaning of morality

being almost unknown by them. Of all the births, probably two-thirds are illegitimate. The ordinary means by which, in more favored countries, the morality of the community is encouraged and preserved, are here unknown. As the task of supporting the family usually devolves upon the wife, and the law gives the husband certain rights over the property of the wife, the women prefer to live with their chosen partners unmarried, in order that the fear of desertion may operate as a wholesome restraint. No disgrace attaches to unchastity in either the married or unmarried, and the suggestion of any legal punishment for such a cause in Hayti would probably cause a universal smile, from the sable chief who sits upon its throne, to the lowest of his subjects.

They are generally very ignorant and superstitious, and no persuasions will induce them, after nightfall, to venture near the ruined and deserted houses of their former masters. They believe them still haunted by their vengeful spirits, and that the negro who ventures within their precincts will pay the forfeit of his life.

They still retain many traces of their former connection with the French. Dishes of rich cut glass, silver plate, and articles of valuable furniture, are occasionally found in their humble dwellings. Of the history of these they are unwilling to give any information, and return short and evasive answers to any questions concerning them.

The religion of the country is the Catholic, and, from the Emperor downwards, the priest is regarded with unbounded reverence.

From the time of the revolution, which seemed to them their independence, the inhabitants of the Haytien empire seem to have receded with rapid strides towards barbarism and anarchy. Their history during the last half century is but the monotonous detail of almost constant civil war, bloodshed, and murder. Instability of government, insecurity of life and property, have been thus far the chief characteristics of the African empire in the Western World.

The decline of wealth and prosperity has been such as naturally follows from constant revolution and constant change. In 1791 the export of sugar amounted to 163,405,222 pounds, while at the present day sugar is imported into the island. The exports of coffee have largely decreased, as also the other staple productions of the country. The statement of these simple facts tells a tale sad and significant.

The Dominican Republic, situated in the eastern part of St. Domingo, with a population numbering 150,000, comprises the territories formerly belonging to the Spanish colony of St. Domingo, which extended over about two-thirds of the island.

The servile insurrection of 1791 in the French territories did not extend to those of the Spanish, and it was not until as late as 1821 that the slaves in this part of the island were liberated, and the entire island reduced to subjection by General Boyer, President of the Republic of Hayti.

In 1844, after the fall of Boyer, the Dominicans declared their independence as a separate republic, which they have since maintained.

The form of its government, theoretically, is republican, consisting of a Lower Chamber or House of Representatives, a Senate, and President. In reality, like that of Hayti, it is a military despotism.

By the constitution, the executive power of the government rests in a President, who must be a native born Dominican, thirty-five years of age, and who is elected for four years.

This provision of the constitution is entirely disregarded, and the only law observed in the election of President seems to be that of physical force. This is emphatically the country of revolutions, and an almost continual contest is going on between rival chiefs for the Presidential office. During the last four or five years, Buenaventura, Baez, and General Santana have each been twice or thrice President, and each has been twice or thrice thrown into prison or driven into exile.

The French code of the Restoration has been adopted as the basis of the civil and criminal law of the Republic. This is very well adapted to the wants of the people, were its provisions administered by learned and upright judges. This, unfortunately, is not the case; the judges are ignorant and corrupt, and in reality entirely under the control of the President. The judges of the highest court in the Dominican Republic receive but sixteen Spanish dollars a month for their services, and this is probably full as much as they are worth.

The army numbers about 12,000 men, drafted from the population at large. They are poorly drilled and poorly equipped, but far superior to the undisciplined mob the Haytien Emperor calls his army.

The physical and moral condition of the inhabitants of the Dominican Republic is no better than that of those of the Haytien Empire. Although the soil of the country is well fitted for the cultivation of any tropical produce, the only artificial product is tobacco, which is raised in the Ciba district (the northern part) to the extent of from 50,000 to 80,000 ceroons (one cwt. each) annually, while coffee and sugar are imported from the United States. In the southern part of the Republic an idleness prevails which is only paralleled among the savages of Guiana. The only labor performed by the inhabitants of this district is occasionally wood-cutting for the

owners of mahogany lands. This just suits them. They work in these establishments for a month, and having earned enough to live, in a miserable manner, for two, they remain at home and pass their time in idleness, dirt and sleep. The currency, like that of Hayti, is a paper currency, based upon no value whatever. The present value is 1200 Dominican pesos for \$16 Spanish; the original value when first issued was 40 pesos for \$16 Spanish. Public instruction is entirely neglected, and the inhabitants are as grossly ignorant as they are shiftless and idle. The morals of the Republic are no better than those of Hayti.

The business of wrecking vessels has been quite extensively followed by the inhabitants of the city of St. Domingo.

A vessel will be loaded with logwood or mahogany, of the value of \$1,000 or \$1,500, and cleared for some port in the United States or England, invoices having previously been sent forward and insurance obtained upon the same to the amount of fifteen or twenty thousand dollars. The vessel is then sent to sea, and wrecked somewhere upon the coast within fifty or a hundred miles of the city, the cargo taken out and brought back to be put aboard another vessel, to be again insured and again wrecked. The insurance officers of the United States and England have thus been defrauded annually out of thousand of dollars. The fact is perfectly well known in the city of St. Domingo, that certain persons are and have been for a long time engaged in this business and in it have acquired considerable property.

St. Domingo city, the capital of the Dominican Republic, is the most ancient city of the Western hemisphere, having been founded by Bartholomew, the brother of Columbus, in 1496. It is about half a mile long, with nearly the same width—at its broadest part surrounded by a wall flanked with bastions. It is built with great regularity, with wide but generally unpaved streets, with houses, the larger part of which are of stone. The houses ordinarily are of one story, with flat roofs and barrel windows with projecting lattices. The cathedral, commenced in 1514, and finished in 1540, is the most conspicuous of the public buildings; here reposed for nearly two centuries and a half the remains of Columbus and his brother Bartholomew, until the cession of the island to France, when they were removed to Havana. Besides the cathedral, there are fourteen other chapels, and the ruins of several convents. Many of the houses built by the early settlers in the Moorish style, are still standing. The population of the city numbers 11,000, in 1,600 dwellings.

The independence of the Dominican Republic has never been acknowledged by the Emperor of Hayti, who lays

claim to the sovereignty of the island. In 1849, the present Emperor Soulouque, then President of Hayti, attempted, with an army of 5,000 men, to reduce the Dominicians to subjection, but was signally defeated by General Santana, with an army of only 400 men. Within the past year he has again invaded their territories and again met with a still more disgraceful defeat, all his military stores, and money to a considerable amount, falling into the hands of his enemies. For some weeks it was a matter of uncertainty whether the Emperor himself had not been taken or slain, when a bombastic proclamation announced his arrival at his capital. The two governments still remain in the same hostile attitude, while the governments of France and England, having acknowledged the independence of the Dominicians, declare that, upon any further invasion by Soulouque, they will blockade his port.

It is extremely difficult to convey to one unacquainted with the richness and variety of the island scenery of the tropics, a correct impression of its gorgeous beauty. Islands rising from a crystal sea, clothed with a vegetation of passing luxuriance and splendor, and of every variety, from the tall and graceful palm, the stately and spreading mahogany, to the bright flowers that seem to have stolen their tints from the glowing sun above them. Birds with colors as varied and gorgeous as the hues of the rainbow, flit amid the dark green foliage of the forests, and flamingoes, with their scarlet plumage, flash along the shore. Fish of the same varied hues glide through waters so clear that for fathoms below the surface they can be distinctly seen. Turn the eye where it will, on sea or land, some bright color flashes before it. Nature is here a queen indeed, and dressed for a gala day.

In the island of St. Domingo, the rich beauty of the tropics is combined with some of the finest mountain scenery in the world. The broad fertile lagoons, covered with groves of orange, citron and coffee, with here and there a delicate column of smoke indicating the locality of some invisible dwelling; groves of mangroves, rising apparently from the midst of the waters, but indicating the presence of dangerous shallows gradually becomes visible. No rough promontory, as upon our Northern shores, meets the eye; every angle is delicately rounded, every feature of the scenery undulating and graceful.

But although the first sight surprises and pleases the traveler, his surprise and pleasure are infinitely increased upon a more minute acquaintance with this remarkable island. Although traveling is attended with many inconveniences, the traveler finds himself amply recompensed for his exertions. At every step some new beauty awaits him. Sometimes the

path leads along a hillside covered with orange trees and the banana; then ascends a lofty mountain, from whose summit may be seen in the far distance the dark blue mountains of Cuba and Jamaica; while almost beneath the feet is spread out upon one side the sparkling, bright blue ocean—its broad expanse dotted here and there by a tiny sail or an island scarcely larger—with its waves breaking upon a beach of almost snow-white sand; and upon the other a deep fertile valley, upon the lofty sides of which are perched the huts of the natives, each surrounded by its cluster of cocoanuts, and orange and lime trees loaded with their golden fruit. Sometimes it leads through extensive plains, shaded on either side by lofty palm trees, and covered by the deserted plantations of the French, the ruins of which are in many instances traceable. The low, spacious plantation house, the extensive sugar works, the locality of the negro huts, may even now be distinctly traced, though in many instances, the hurricane and earthquake have obliterated every vestige left by the revolution.

Traveling is performed entirely upon horseback, the roads being impassible for any other conveyance. The traveler must provide himself with necessary provisions, with the exception of fruit, there being little likelihood of his finding any in the huts of the natives.

Such is the present condition of the island of St. Domingo, or Hayti—a sad commentary upon the capacity of the negro race for progressive civilization. Here the undisputed ownership of one of the most fertile spots upon the face of the globe, during the last fifty years, has afforded them the opportunity of proving to the world their capacity and intelligence, and no one who reads attentively the troubled history of the last half century can entertain a doubt that thus far the experiment has been a failure. St. Domingo was a garden, and it is a great desert. The sanguine philanthropist who expects anything better for the future belongs to that happy class which learns nothing from the past.

LEAD TRADE IN THE WEST.

It is much to be regretted while such vast amounts of capital are annually invested in doubtful enterprises, that more of it is not finding its way to help in the development of the rich lead regions of Mississippi and Illinois.

All that has been hitherto done in those regions with only about half a dozen exceptions, has been accomplished by the rude effort of individual miners, unaided by scientific engineering, or any other of the needed agencies which can only

be commanded by a sufficient capital to start with. The records of lead mining experience in the northeast, even with this vital drawback, are certainly flattering enough to induce capitalists to turn their attention more in this direction, even though the price of lead in St. Louis has declined since the beginning of the year from \$6 40 to \$5 per hundred pounds. The receipts at that port, for the last seven years, have been as follows:

Years.	Pigs.
1851.....	503,751
1852.....	409,314
1853.....	442,218
1854.....	306,727
1855.....	315,677
1856.....	219,384
1857.....	200,402

The great falling off here noticed is due to the fact that the lead from the Illinois mines, which formerly all came direct to St. Louis, have been diverted to eastern markets, by the opening of the new railway communications from Galena. This diminution, however, will be more than supplied from the ample resources of Missouri herself.

Mining operations in Missouri are larger this year than ever, and new enterprises are being projected with a certainty of successful completion, which will add annually to the supplies of this metal. The Newton county mines, in the southwest part of the State, even in the present imperfect state of operations there, give employment to two thousand men, and the works are susceptible of almost indefinite enlargement. Many other localities throughout the mineral districts of Missouri could be specified, which go as far to show the enormous extent of these resources.

CONNECTION OF CHARLESTON AND SAVANNAH BY RAILROAD.

WE are indebted to the President of the Charleston and Savannah Railroad Company, Thomas Drayton, Esq., for a copy of his annual report for 1857-'58, and learn from it that the whole line is now under contract. It seems that planters along the route are undertaking to build and trestle the road with their own negroes, a system new in South Carolina, but which has been largely practiced in other Southern States. In Georgia about one thousand miles have been built in this manner, and in North Carolina two hundred and twenty-three miles. In regard to the advantages conferred upon property, Mr. Drayton says:

"D. D. Andrews in his report to Congress, says: 'It is estimated by the President of the Nashville and Chattanooga Railroad that the in-

creased value of a belt of land, ten (10) miles wide, lying upon each side of its line, is equal at least to \$7 50 per acre, or \$96,000 for every mile of road, which will cost only about \$20,000 per mile.'

'It is believed that the construction of the 3,000 miles of Railway in Ohio will add to the value of the landed property in the State at least *five* times the cost of the roads, assuming this to be \$60,000,000.

'The valuation of Massachusetts went up from 1840 to 1850, from \$290,000,000 to \$580,000,000, and by far the greater part of it due to the numerous Railroads she has constructed. Seventy-two towns, not enjoying Railway advantages, *did not increase* in population during that period.'

'In North Carolina, Tar and Turpentine lands were dear at five cents per acre before the introduction of Railways; now they are worth from \$3 to \$5 per acre.'

The real estate which was *early* purchased by the New Jersey Railroad and Transportation Company has proved of great value, being now worth nearly as much as the original cost of the whole Road."

Another extract repels the short-sighted objection that cities are benefited at the expense of each other by railroads:

"Moreover short-sighted men have attempted to mislead the citizens of Charleston and Savannah into believing that the completion of this road would benefit one, at the expense of the other. Have cities not further off from each other than we are, eaten each other up? Have not Boston, New York, Philadelphia and Baltimore, united by Railroads, go on increasing to an almost fabulous rate; conducting all the while an immense traffic, notwithstanding their juxtaposition and ardent rivalry? So along our Southern coast—the more numerous the towns that may hereafter be dotted upon it, so much the more will the commercial power and resources of the whole section be increased, and we will see in these Southern States, the same wonderful developments and improvements which are elsewhere due to the concentration within narrow limits, of population and capital, with all their healthful competition."

THE COLOSSAL GROWTH OF ST. LOUIS.

ALREADY on our north and northwest borders the initial step for the introduction of new members into the confederacy is taken. An illimitable territorial domain is being gradually formed into proper limits, and towards these points an unfailing stream of emigration is pouring. At the rate now noticed, a generation can hardly pass away before a thickly populated country will be presented in every direction, with this as the most accessible and central point for its commercial transactions. That a great amount of arid country lies between the Mississippi and the mountains of the west, no one can deny; but no arable tracts are to be found, or that this immense

* Contributed by W. B. Baker, Secretary of the Chamber of Commerce.

territory must remain uncultivated, for the want of wood and water, is a position that cannot now be maintained. Coal underlies a great part of this region, and this with artesian wells, (the experiment in regard to the latter having proved favorable,) the whole area presents inducements to settlers of an inviting character. For grazing purposes the immense plains will be found well adapted; and the opinion is firmly maintained, with practical tests already made on a large scale, that sheep thrive remarkably well on these plains. It is assumed, in view of this fact, that St. Louis at no very distant period must become a heavy wool market. Oregon, represented a few years since by some of our prominent statesmen as a country not fit to be inhabited, is known now to be rich in agricultural products; and the same may be said of California. With railroad facilities, the territory west will fill up rapidly and give an impetus to our commerce of incalculable force.

But not only is a vast improvement in the trade of this city noticeable in the spread of population throughout the section named, but the old State—Kentucky, Tennessee, Georgia, South Carolina, and others—are interchanging commodities with us on a constantly increasing scale. We receive from them wheat, tobacco, cotton, yarn, osnaburgs, batting, and other manufactured articles and raw materials; for which they take in return bacon, bagging, rope and other articles. This trade has become important, and several houses are engaged in it to a large extent. It will doubtless continue to increase in a greater ratio than formerly, as banking and railroad facilities promise better inducements. The opening of the Nashville and Chattanooga Railroad, connecting at Atlanta, Ga., and the various railroads through Georgia, Alabama, South and North Carolina, and Virginia, has brought this market into close proximity with those sections, the trade of which formerly went to Baltimore, New York and New Orleans.

The tobacco of Kentucky and Tennessee will be drawn hereafter more strongly in this direction, as the St. Louis market offers superior advantages for the finer qualities of this article. Our commercial relations with the South, North and East, presents the most favorable aspect. With the country bordering on the river below, an increased business is shown, while with the Atlantic cities our brands of flour and meats are more highly esteemed than ever before. Railroad enterprises on the rivers above have not so materially interfered with our trade as their projectors had anticipated; and for the future the little diversion they have accomplished will more than likely be lessened. When produce runs low, railroad transportation cannot be borne; river navigation can alone meet the difficulty, and this must turn the scale in favor

of this market. The Rock Island Bridge has proved a most serious injury to our commerce, and strong efforts were made during the year to accomplish its removal. The case involving the right to obstruct a navigable stream, was heard before the United States Court at Chicago, but the jury was unable to agree, and effort will be made to obtain a change of venue to Springfield at the spring term.

The Harbor Master, about the middle of December, reported 3,415 arrivals during the year, aggregating 964,794 as the tonnage, being an amount superior to that of 1856. Our immense inland navigation is becoming more extended with each recurring season; and this fact is practically apparent in the constant enlargement of the levee. Perhaps no other mart in the country presents a greater variety of native and foreign products. Our landing, with an average width of 100 feet and a length of two miles, is not unfrequently covered with merchandise, exhibiting a scene of activity and wealth that can scarcely find a parallel. The sugars of the South; the manufactured articles of the Ohio markets; the various agricultural products from above and below—hemp and tobacco from the Missouri; wheat, corn, oats, pork, lard and whisky from the Upper Mississippi and Illinois—iron from Pittsburg, furniture from Cincinnati, assorted cargoes from the Tennessee—with innumerable packages of dry goods, hardware, and other articles from the Atlantic cities. Mingled with all these will be found the furs and skins of the Upper Missouri—dressed in the rude style of the Indian, and contrasting strangely with the more refined handiwork of the civilized artisan. A noble steamer reaches the levee from New Orleans, fifteen hundred miles by river measurement, south of us; while another rounds in from the Falls of the Missouri, two thousand miles northwest. With such an immense region, rich in agricultural resources, iron, lead, copper, coal and forests, the highest anticipations may well be entertained with regard to the ultimate importance of this market.

A comparative statement of railroad receipts, herewith given, exhibits a largely increased transportation by the different lines. Since the beginning of the year the Ohio and Mississippi Railroad has been opened to Cincinnati, thus affording a connected communication with Baltimore and other Atlantic cities, the completion of which was duly celebrated. The North Missouri has been extended to Warrenton, and is fairly under way to its northern terminus. The Pacific has not progressed as yet beyond Jefferson City, but an early opening of the road into an interior and rich agricultural section is confidently expected. The connection of the Pacific with river navigation above has proved a successful experi-

ment, and it is understood that this enterprise will be more fully prosecuted in the spring by the addition of boats better adapted to the trade. The Iron Mountain Road will, in all probability, be finished at an early day, and this consummation is looked forward to with no little interest. With the rich ore of the Iron Mountain rendered accessible by rail, the hope is entertained that a new and powerful momentum will be given to the growth and prosperity of this city. Our imports of manufactured articles, of every possible description, from Pittsburgh and other points, continue to enlarge, showing the inability of our foundries to keep up with the increasing demand, and the wide field of enterprise open in this line of business.

GREAT ADVANCES IN ARKANSAS.

The *True Democrat* furnishes some gratifying evidences of the progress of Arkansas. It says:

"Having procured this information, we lay it before our readers as a gratifying evidence of the rapidity with which our State is settling up:

From the receivers of public moneys, we learn,	
there have been entered at the United States	
Land Offices.....	1,313,403 acres.
From the Auditor of Public Accounts, we learn,	
there have been entered—	
Of swamp and overflowed lands.....	909,858 "
Internal Improvement lands.....	63,373 "
Seminary	5,343 "
Saline.....	4,198 "
Total.....	2,296,175 "

This statement shows, that, within the last eighteen months, ending 1st of October last, *two million two hundred and ninety-six thousand one hundred and seventy-five acres* of the public lands have been located. This we think, a pretty fair showing for the State. Rated at three dollars per acre, the minimum price at which lands can be valued for taxes, the sum of nearly *seven million of dollars* is thus added to the taxable wealth of the State, to say nothing of the improvements made upon these lands, and the personal property brought into the State by the emigrants who have purchased and settled them. With these, the improvements and personal effects of the emigrants, the addition made to the taxable property of the State may be safely set down at *fifteen, if not twenty millions of dollars*.

The census returns, to be made next spring, will doubtless show an extraordinary increase in the wealth and population of the State, within the last four years. We look forward to those returns with no ordinary interest, and we trust the sheriffs of the various counties will discharge the important duty of taking the census, with which they are entrusted, with all due diligence and care.

NOTES ON THE EARLY TIMES OF LOUISIANA.

NO. III.

The commission of O'Reilly authorized him to establish, with regard to military force, police, administration of justice, and finances, such form of government as might most effectually secure dependence and subordination, and promote the King's service, and the happiness of his people. No resistance whatever was offered.

One of O'Reilly's first acts was a census of New Orleans, which showed 3,100 of all ages, sex, and color; 1,225 of these were slaves, and 60 domesticated Indians. Number of houses, 468.

It was determined to make an example of the late opponents of the Spanish power, notwithstanding the pledges of amnesty, and eleven of these were arrested; Foucault, De Noyant, and Boisblanc, of the Superior Council: The Attorney General, Lafreniere, and Braud, the King's printer, were taken at O'Reilly's levee; Doucet and Marquis, Boisblanc, Mozent, and Petit, planters; the brothers Milhet, Caresse and Poupet, merchants. Villere was intended to be included, but he was on his plantation, and being apprised of his danger, contemplated flight, when a letter from Aubry, assuring him there was no danger, brought him to New Orleans. He was immediately confined in a Spanish frigate, and on the effort to see his wife, who had come in a boat to the vessel's side, and was refused permission to visit him, a struggle ensued in which he was killed.

The prosecution was grounded on a statute of Alphonso the Eleventh. Foucault was transported to France, Braud acquitted, Boisblanc condemned to life-imprisonment, Doucet, Mozent, John Milhet, Petit, and Poupet for terms of years. They were thrown into the Moro castle, at Havana, whilst De Noyant, Lafreniere, Marquis, Caresse, and Joseph Milhet were shot, though every effort was made to suspend the sentence until an appeal to the King could be had. The inhabitants, for the most part, left the city rather than witness the sad spectacle.

The French King would seem to have approved the course

of the Spaniards, for when Foucault arrived in France he was thrown into the Bastile, and Aubry, though dead, was rewarded by pensions to his brothers and sisters. O'Reilly's course was not approved, and he was forbidden to appear at Court on his return to Spain. The prisoners in the Moro castle were soon after released.

Though Lewis XV. had expressed a desire that the French institutions might remain, and though this was consonant to general usage, O'Reilly made the late movements of the French the excuse for abolishing the Superior Council, which he said had been revolutionary, and substituting that form of government, and mode of administering justice, prescribed by the laws of Spain for her colonies, and which had worked so well. A *cabildo* was substituted of six perpetual regidors, two ordinary alcades, an attorney general, syndic, and clerk. Over this body the Governor would preside in person. Among the regidors were the provincial alcade, sheriff, depositary general, and receiver of fines. The ordinary alcades and attorney general were chosen every year by the *cabildo*, and only re-eligible by unanimous vote. The ordinary alcades heard cases and acted as judges, except in ecclesiastical and military matters, deciding absolutely in cases under \$20. In larger cases the proceedings were recorded by the notary, and if over \$400 were appealable to the *cabildo*.

The appealed cases were heard by two regidors, with the alcade originally deciding; if he was sustained by one of them the judgment was confirmed. The *cabildo* sat every Friday, and when the Governor was not present, it was presided over by an ordinary alcade. The provisional alcade tried offences committed without the city. The depositary general had charge of funds in custody of the law. The attorney general syndic was to propose to the *cabildo* such measures as the interests of the people required, and defend their rights.

Oliver Pollock, in a vessel from Baltimore, brought a cargo of flour, which he sold for fifteen dollars a barrel, being five dollars lower than the then market value. O'Reilly, in turn for this favor, offered a free trade to Louisiana as long as he lived.

Don Louis De Unzaga was made Governor, and O'Reilly Captain General of the province. He issued a set of instructions in regard to civil and criminal actions, until, by a knowledge of the Spanish, the judges might have a better idea of Spanish laws. Thus these laws came gradually into use, and as they had a common origin with those of France, the transition was not perceived.

The provisional officers of the State were the captain general, governor intendant, charged with revenue and admiralty

matters, auditor of war, and assessor in civil matters, being advisers of the governor, and an assessor of the intendency, (sometimes one person held several of these offices,) secretary of the government, and one of the intendant, a treasurer, and contador or comptroller, storekeeper and purveyor, surveyor, harbor-master, interpreter of French and English, Indian interpreter, three notaries, collector and comptroller of customs, cashier, minor officers of customs, &c. These, with salaries over \$300, were appointed by the Crown. If less than that, by the governor or intendant. The governor exercised judicial powers in civil and criminal matters in the province; the intendant in fiscal and admiralty; the vicar general in ecclesiastical. They were sole judges in their courts. Appeals, in some cases, went to the captain general, to the Royal audience in St. Domingo, and from thence to the council of the Indies, in Madrid.

In the parishes an officer of the militia or army was made military commandant. He attended to the police, and preserved the peace, examined passports, had jurisdiction in suits under \$20; but in more important cases, merely took and transmitted the evidence, acted as notary, sold estates, and executed judgments, &c. Salary, chiefly in fees.

The Spanish language was ordered to be used in the minutes of the public officers, but the use of the French was allowed in judicial and notarial acts of the commandants.

Grants were offered to family settlers of 6 or 8 arpents, on the river, and 40 arpents deep, on condition of leveeing and building highways within three years. In some cases, where the depth was small, there were 12 arpents front granted. In Opelousas, Attakapas, and Natchitoches, cattle regions, the grants were of square leagues, etc. The taxes in New Orleans were \$40 on taverns, billiards, &c., \$20 on boarding houses, \$1 on barrels of brandy, levee dues, \$6 on vessels of 200 tons, and half that for smaller ones. The Place d'Armes, granted by O'Reilly to the city, was afterwards sold to Almonaster on quit rent. Large emigrations of the French to Cape Francois took place, and a decree of O'Rielly, at last, withheld passports. He returned to Spain.

The trade of Louisiana suffered from the restrictions which confined it to Spanish-built and manned vessels, and to six ports only of Spain, and vessels trading to Louisiana were not allowed to touch at any other Spanish colony in America.

The duty, however, on exports and imports was soon taken off, except upon specie, which had to pay 4 per cent., and afterwards 2. Two vessels were allowed annually from France. The merchants complained of the restrictions, since Spain did not furnish the proper market for sales or purchases, and the

British were engrossing all the trade of the Mississippi. They had large warehouses at Manchac, Baton Rouge, and Natchez, and vessels were always moored opposite to Lafayette. Floating warehouses existed, fitted up as stores, which stopped at all the plantations. They supplied goods and slaves, taking anything in exchange, and giving long credits. \$150,000 were annually brought in specie, from Vera Cruz, to defray the expenses of the colony. The indigo crops were worth \$180,000, furs and peltries \$200,000, timber, lumber, provisions \$100,000, making \$700,000 to pay for imports which the English furnished, except what the two vessels brought from France, and about \$15,000 for boards shipped to Havana, to be used as sugar boxes. The English supplied New Orleans, Pt. Coupé, Natchitoches, Arkansas, and St. Louis from floating warehouses. The Spanish commander winked at this, and the New Orleans merchants thought he received a consideration, (English farmers began also to locate on the left bank of the Mississippi, above Manchac,) but his course tended greatly to the improvement of the colony, and he went away at last, much regretted.

In 1772 a terrible hurricane occurred in Louisiana.

The only encouragement given to education during the whole Spanish government, says Martin, was sending a priest and two assistants, in 1772, to teach Spanish, and four nuns for the same purpose.

The orange trees perished again from cold.

In 1773 Louisiana was separated from the Bishopric of Quebec and annexed to that of Cuba.

The province began to be content with the Spanish government, but the planters got greatly in debt for supplies and slaves, and the creditors were clamorous, but Unzaga, the Spanish Governor, settled with them with very great equity and justice.

In 1777 Unzaga departed, and was succeeded by Galvez, who first promoted commerce by allowing vessels from the West Indies to come in ballast, with specie and negroes, to take the produce of the country. Produce and European goods were also allowed to be brought from Cuba and Campeachy. Agriculture was encouraged by an order from the King to purchase, on his account, all the tobacco raised in the colony.

A boat came to New Orleans from up the river to take the munitions of war collected there for the Americans by Oliver Pollock, with the knowledge or aid of Galvez; but Captain Willing, who came at the same time, and who visited the British settlement in the two Floridas, could not get them to join in the American revolutionary cause, nor the settlers on

the Mississippi. Perhaps the former remembered O'Reilly. The next year Galvez afforded aid, (when Pollock made a second visit,) out of the Royal treasury, to the extent of seventy thousand dollars, and thus the Americans supplied their western posts with arms and ammunition from New Orleans. Captain Willing committed havoc and destruction among the British planters on the coast of the Mississippi, carrying off their slaves, with a force which he brought down of about fifty men. The Spaniards and French in Louisiana regarded the act with detestation.

In 1778 a number of families arrived from the Canary Islands, brought over at the King's expense. They settled at the Terre aux Boeufs, below New Orleans, under the order of Marigny de Mandeville, on the banks of the Amite, behind Baton Rouge, forming the settlement of Galveztown; the rest formed Valenzuela, on Bayou Lafourche. A house was built for each family, and a church in each settlement. They were supplied with stock for farms, and rations for four years.

Owing to the distresses of the times, Galvez permitted exportation to any ports of France or of the United States. The commerce of Louisiana was further extended by allowing exports to any ports of Spain to which India commerce was permitted, and the export of furs and peltries was encouraged by removing the duty for ten years.

By Royal schedule, the introduction or reading of a book written by Mercier, and entitled "*L'an Deux Mille Quatre Cent Quarante*," was prohibited, and the Governor was ordered to burn every copy. It had been condemned by the Inquisition. Robertson's History of America was also forbidden to be read in the colony.

In 1779 the number of persons from the United States and British provinces, in New Orleans, was 87.

A number of families were brought from Malaga in a similar manner with those from the Canaries. Besides grants of land, cattle, &c., some of them received, in pecuniary aid, three or four thousand dollars. They were sent to Attakapas, on the Teche, and formed New Iberia. Their first industry in flax and hemp was unsuccessful.

A capuchin came over in 1779, who, in 1826, was still Curate of New Orleans. The small-pox committed great ravages this year.

In 1779, war being declared between France and Spain, Governor Galvez, in opposition to a council of war, which he called, raised an expedition of volunteers, 1,400 strong, consisting of citizens of the United States in and near New Orleans, the local militia, some regular forces, and people of color, and hastened to Fort Bute, in Manchac, which was taken by

assault, and soon after Baton Rouge was taken, where Colonel Dickson commanded about five hundred men, disabled by disease and badly fortified. A brief cannonade resulted in a capitulation and surrender. Fort Panmure, at Natchez, a post on the Amite, and one on Thompson's creek, were also taken. Don Carlos de Grandpré was left in command at Baton Rouge, and Galvez returned to New Orleans, his achievement being celebrated in poetry by Julien Poydras, (afterwards distinguished for wealth and public services,) in the French language, and circulated at the public expense.

In 1779 another hurricane, and also the small-pox, in New Orleans.

Spain being at war with England, the United States endeavor to negotiate a treaty with her, obtaining the right of navigation of the Mississippi to the sea. This desire was opposed by France and Spain. The French Minister in the United States maintained the exclusive right of Spain to navigate the Mississippi, to the possession of both the Floridas, and all the territory from the left bank of the stream to the back settlements of the former British provinces. Those belonging to the British Crown were a fair object against which the Catholic King might direct his arms.

In 1780 Galvez makes an attack upon Fort Charlotte, on the Mobile river. Having sailed there from New Orleans, he met with some disaster. Having effected a breach in the fort, he soon took it. Yet, had the British commander Campbell been active, this might easily have been prevented by him.

In 1781 Governor Galvez proceeded to Havana to organize forces against Pensacola. His fleet was dispersed at sea, and he returned. Early in 1781 he left Havana with a man-of-war, two frigates, several transports, 1,415 soldiers, artillery, ammunition, etc. A co-operation force from Mobile, under Espeleta, and from New Orleans, under Miro, landed on the western side of the Perdido. The fleet seemed indisposed to co-operate with Galvez in the reduction of the town, pretending that they could not cross the bar without destruction. But Galvez led the way in some vessels under his immediate command, and was soon followed by the fleet without any loss. A correspondence ensued between Galvez and Governor Campbell, commanding Pensacola, in which the English were disposed to gain time, or save Pensacola from the result of siege, proposing that its possession as a neutral port should follow the result of the action of the forces and Fort George. If this was not granted, Campbell threatened to burn Pensacola. The Spaniards hinted that they would burn the incendiaries. The attack was prolonged one whole month,

and Galvez seemed to make no headway; at last, the blowing up of one of the British works opened a breach, which being commanded, soon brought the white flag to the heights of Fort George. West Florida was surrendered to Spain, and the garrison of 800 men.

The British, in the neighborhood of Natchez, hearing that a fleet of their countrymen was approaching Louisiana, and supposing their sovereign's cause triumphant in Florida, advanced upon Fort Panmure, which was surrendered to them, the men being exhausted, and the provisions and ammunition having given out. Hearing, however, of the success of Galvez, these revolutionists escaped across the country with their families, enduring great hardships, to Georgia.

In 1782 a hurricane desolated Louisiana. The Mississippi rose to a greater height than had been known. Inundation extreme in Attakapas and Opelousas.

In 1782, the cause of the United States being dark, a disposition was evinced to treat with Spain by abandoning all claim to navigate the river below 31° , and a free port on its banks.

The war had deprived the Louisianians of the privilege of British trade, and the King granted, in consideration of their merits in the late campaigns, 1. Permission for vessels to go and come from France for ten years, from the time of peace, to carry peltries and products of the colony. 2. In case of necessity, the colonists might resort to French ports in the West Indies. 3. The products of Spain may be exported from Louisiana to the Spanish American colonies. 4. Exemption of duties for ten years on negroes imported, and they may be pursued in the colonies of neutrals or allies. 5. The colonists may, for two years from peace, purchase foreign vessels free from duty, and these will be considered as Spanish bottoms. 6. Slaves may be exported to Spain duty free; 6 per cent. duty levied on exports and imports. 8. Custom-house to be established.

On the 3d of September, 1783, a treaty was entered into between Great Britain, Spain, and the United States, and the southern boundary of the United States was fixed on a line drawn east from a point on the Mississippi, latitude 31° north, to the middle of the Appalachicola; thence along the middle of that river to its junction with the Flint; thence to the head of St. Mary's river, and thence down its middle to the Atlantic. Great Britain and the United States obtained the right to navigate the Mississippi to the Gulf. Great Britain warranted the possession of West Florida, and East Florida was ceded to Spain.

In 1785 Galvez was made Cap'tain General of Louisiana, and of East and West Florida.

A hospital for lepers was erected in the rear of the city, there being many such afflicted persons.

A census of Louisiana for 1785 showed, in New Orleans, 4,980 persons. Below the city to Baton Rouge, 2,100; Terre aux Bœufs, 576; Bayous St. Johns and Gentilly, 678; Tchoupitoulas, 7,046; St. Charles, 1,003; St. John, 1,300; St. James, 1,332; Lafourche, 696; do. interior, 352; Iberville, 673; Pt. Coupé, 1,521; Opelousas, 1,211; Attakapas, 1,000; New Iberia, 125; Washita, 207; Rapides, 88; Avoyelles, 287; Natchitoches, 756; Arkansas, 196. In lower Louisiana, total, 27,046; (not including Manchac, 77; Galveztown, 242; Baton Rouge, 270.) There were 897 at St. Louis, 746 at Mobile, 1,550 at Natchez. Thus the population had about doubled in sixteen years. More than half were slaves or colored.

The inquisition attempts to execute its functions in Louisiana, but Governor Miro forcibly sends off the Inquisitor to Spain.

In 1785 Acadians again arrive at the expense of the French King, and settle on the Mississippi, near Plaquimine, and also at Terre aux Bœufs, Lafourche, Attakapas, and Opelousas.

Trade improves, and French merchants settle at New Orleans.

Governor Miro issues his proclamation prohibiting work on Sunday, except with license of Vicar General—forbids shop doors being open during service, or dancing of slaves in the public square before the close of evening service. Persons living in concubinage will be severely treated. To the quarteron women he hints, that unless they take to living home, and stop their style of dress, they will be sent out of the province. They are directed to wear their hair bound in handkerchiefs, and forbidden other head-dress or jewelry. Nightly assemblage of colored people is forbidden. No inhabitant shall leave without a passport. No one to walk out at night without a light.

In 1787, Wilkinson, a General of the American Revolution, designing a settlement of Americans in the neighborhood of Feliciana, on the Washita and White rivers, brought a cargo of tobacco, flour, bacon, and butter from Kentucky. He thought by his services in promoting emigration he might get the privilege of introducing tobacco into the Mexican market. His boat reaching New Orleans in advance of himself, the Spaniards were about to seize it, when Miro being alarmed, from representations, that the western people had resorted to this experiment to try again, and if the old policy prevailed, would make an invasion at once of Louisiana. Miro supposed Wilkinson might have great influence to promote or prevent this, and he allowed the cargoes to be sold without duty.

A lucrative trade had begun at that time to be conducted with Philadelphia, but as this was contrary to law, it was winked at from corruption, but some tell tale alarmed the Intendant, who enforced the laws rigidly at times, but allowed corruptly the privilege to his friends and those in his interest.

In 1788 a fire in New Orleans occurred in Chartres street, and destroyed 900 houses, and other property, of immense value. This caused the opening of greater facilities of trade to the Americans between New Orleans and Philadelphia. Wilkinson obtained permission to introduce tobacco from Kentucky, and settlers from the west were invited on honorable terms.

LET VIRGINIA LOOK TO HER PUBLIC WORKS.

THE South is looking to Virginia, and in the future which is opening upon it, she must perform an important part. Her ports must furnish the first successful termini of Southern European steam lines which are about to be inaugurated—but this can never be until her great internal improvements to the West are opened. Let the wealth, and the energy, and the spirit of the old Commonwealth be turned in this direction, and a glorious future shall open upon her. We extract, therefore, with pleasure, the following facts, statistics, and recommendations, from the Internal Improvement Committee in her Legislature:

It appears from the report of the Second Auditor that the State is now interested as a stockholder in all the principal works in progress or completed. The following tabular statement exhibits the extent of that interest in such improvement:

Covington and Ohio railroad.....	\$1,500,000
Virginia Central railroad.....	2,040,000
Orange & Alexandria railroad.....	889,500
Norfolk & Petersburg railroad.....	900,000
Manassa Gap railroad.....	1,680,000
Alexandria, Loudoun, & Hampshire railroad.....	720,000
Richmond & York River railroad.....	300,000
Total.....	\$8,029,500

No part of the Covington and Ohio road has been finished, though much expensive work has been done upon it. The tunnel has penetrated the Alleghany mountains, and many other serious obstacles have been overcome. An appropriation is now asked to put it into operation from Covington to the valley of Greenbrier river. This section can be advantageously used in connection with the Central road, and will afford important facilities to the trade of the counties of Greenbrier and Monroe, and accommodate the large number of persons

who annually resort to the mineral springs of Virginia situated in that portion of the State.

The Richmond and Fredericksburg road, which has been in operation for about twenty-five years, and which is the only railroad in the Commonwealth which, in the just sense of the term, can be regarded as finished, because all its connections have been supplied, furnishes a striking evidence of the value and profit of a well conducted road.

All these roads are incomplete and will require further assistance from the State to finish them, and render the sums heretofore invested productive. Some of them are nearly complete and will need but little aid from the treasury. Others have made but little progress, and it would be unwise, under existing circumstances, to make large appropriations to finish them. All that can be expected in regard to this latter class, is to give such assistance as may prevent the destruction of the work that has been already done to keep it in progress, and where it is practicable, to put the sections of the roads which are nearly completed into profitable use.

The Central road has been completed to a point west of Jackson's river, in Alleghany county, a distance of 197 miles, and within nine miles of its western terminus.

The extension of the Orange and Alexandria road has been graded three-fourths of the distance from Charlottesville, to Lynchburg, and when the road is finished it will supply the only deficient link in the chain of communication between Washington city and Memphis.

The Norfolk and Petersburg road has been graded throughout its whole extent, and all the bridges and masonry have been finished in a substantial manner. The rails have been laid half the way from Norfolk to Petersburg, and the ties, iron, spikes, &c., have been bought for the entire line. Engines, cars, and freight trains have also been contracted for, and with a small amount of assistance from the State, in the form of a subscription or loan, the whole line of road can be put into active and profitable operation.

The Manassa Gap road has been constructed, and is in operation from a point on the Orange and Alexandria road to the town of Woodstock, in Shenandoah county. A large portion of the grading, &c., has also been done between Woodstock and Harrisonburg, the southwestern terminus of the road, a distance of thirty-eight miles. When this road is completed, it will furnish the outlet for the productions of the large, fertile, and populous counties of the valley which it penetrates. It now seeks aid at the hands of the General Assembly, to render available the large sums which the State has already invested in it.

The Alexandria, Loudoun and Hampshire railroad seeks a connection with the Baltimore and Ohio railroad near Piedmont, in the heart of the great Potomac coal region, passing through the rich and populous counties of Loudoun, Jefferson, Clarke, Frederick and Hampshire, which abound in mineral and agricultural wealth. The counties of Clarke and Hampshire have already made county subscriptions to the capital stock of this road, to the amount of \$100,000 each; and the town of Winchester also a heavy subscription. None of these subscriptions can be made available without further State aid.

This road will be the means of developing a large and valuable trade in Cumberland coal, and of stimulating the manufacture of iron; and will connect the city of Alexandria with the system of railroads penetrating the Mississippi Valley, and thus reduce, by more than fifty miles, the distance to Washington city. It will also bring the whole of Northwestern Virginia, which now has no means of communication through the State with the eastern part of it, and is wholly tributary to Baltimore, into direct connection with a Virginia seaport, with a saving in distance of nearly forty miles. The grading and masonry of this road has been nearly completed for the distance of forty miles, through the wealthy and densely populated county of Loudoun. A small appropriation now will enable this company to go on with its work, and tend to render the State's interest in it productive.

The grading of the Richmond and York railroad has been nearly completed. This road was projected to afford facilities for the conveyance, to the deep waters of York river, of the produce which may be brought to Richmond by the various railroads which concentrate at that point. It will secure to the city of Richmond a good port, readily accessible, and thereby relieve its trade from the embarrassments to which it is subjected by the circuitous and difficult navigation of James river. This work appeals strongly to the General Assembly for assistance to enable it to fulfill the purposes for which it was undertaken.

The Richmond and Danville railroad has been completed according to the plan originally projected, and is now fulfilling, in its career of usefulness, the most sanguine anticipations of its friends. It is proposed to extend it some distance south and west of Danville, to accommodate the trade of the counties of Henry and Patrick, and other counties west of them, and also to command the commerce of the Valley of the Yadkin, in North Carolina, and ultimately to seek a connection with the system of railroads contemplated by that State.

Besides these interests in unfinished roads, the State also owns larger amounts of stock in other roads, some of which have been recently finished. The State is a stockholder in the South side road to the amount of \$803,500, and a creditor to the amount of near a million of dollars now. This road has been completed within a few years past, and sufficient time has not yet elapsed for a fair experiment of its value.

The amount invested in the stock of the Lynchburg and Tennessee road is \$2,300,000. This road has also been recently completed to the Tennessee line, where it connects with a road already finished (with the exception of twenty-five miles now under contract and to be completed in May next) from the Virginia line to Memphis.

Although these roads are classed among the completed works, it would be unfair to estimate their utility or profit from the results of the brief experiments which have been made. We must await the further development of the resources of the country through which they pass, and the filling up of the chasms in the great systems of improvements, of which they constitute important parts.

Your committee think it would be advisable to respond favorably, as far as practicable, to these several appeals for assistance. A million or two of dollars now judiciously expended, will give vitality to the twelve millions of dollars which the State has already invested in these

works, and will convert that which is now dead capital into living and productive stocks.

To give effect to the above recommendations, your committee respectfully suggest the following appropriations:

To the Covington & Ohio road.....	\$800,000
“ Orange & Alexandria.....	300,000
“ York River.....	200,000
“ Norfolk & Petersburg.....	250,000
“ Manassas Gap.....	250,000
“ Alexandria, Loudoun & Hampshire.....	300,000
“ Central Railroad.....	200,000
“ Extension of Danville.....	200,000
	<hr/>
	\$2,500,000

RAILROAD PROGRESS.

The *Courier and Enquirer* of a late date, says: “We give a summary showing the number of miles and cost of railroads in the world. The summary is of later date than the separate statements given by the different writers on railroads—Tooke, Gardner, and others—and, of course, shows an increase. There is a discrepancy between the number of miles in operation in Germany, according to the authority of Tooke, and the following. This is explained by the fact that many of the railroads stated by Tooke as belonging to Germany should be placed in the column of French and Belgic Railroads. The following table also exhibits the low cost of American Railroads compared with those of Europe:

COMPARATIVE TABLE OF RAILROADS IN OPERATION.

	English miles.	Cost in dollars.	Cost per mile.
United States (1856).....	26,000	\$920,000,000	\$35,000
Great Britain (1855).....	8,297	1,487,016,420	179,000
France (1856).....	4,038	616,118,995	152,000
Germany (1855).....	3,213	228,000,000	71,000
Prussia (1855).....	1,290	145,000,000	63,000
Belgium (1855).....	1,095	98,500,000	90,000
British Provinces.....	823	41,600,000	50,000
Cuba.....	359	16,100,000	45,000
Panama.....	47	7,000,000	150,000
South America.....	60	4,500,000	75,000
Russia.....	422	42,500,000	100,000
Sweden.....	75	7,500,000	100,000
Italy.....	170	17,000,000	100,000
Spain.....	60	6,100,000	100,000
Africa.....	25	3,100,000	125,000
India.....	100	15,000,000	150,000
Total.....	46,074	\$3,655,435,415	\$79,000

Accompanying this a table appears, showing the railroad progress in the United States for the year 1857, and a comparative view of the progress annually in each State since 1828, the date of the beginning of the system.

From the column showing the number of miles for the year ending January, 1858, we find that there were only about seventeen hundred miles built during the year, which is a smaller number than for any year since 1850. The construction of railroads for the past year has been principally in the following States, namely: Pennsylvania, Virginia, Florida, Tennessee, Ohio, Indiana, Wisconsin, Iowa and Missouri.

The *Courier and Enquirer* remarks:

"The progress of railroads in the United States, their effect upon the prosperity of the country, and their future prospects, are much beyond the wildest dreams of the originators of the system. The number of miles built in the first ten years of our railroad history, beginning in the year 1838, was 1843, of which New York State built 18 per cent. The number of miles built in the second ten years, or from 1838 to 1848, was 3,039, of which New York built 15 per cent. From 1847 to 1856 the number built was 18,794, of which New York State built 9 per cent. At the present time New York State has over 11 per cent. of the total length of railroads, and ranks next to Illinois in number of miles. Our railroad history has had two eras—the first, from 1828 to 1848, when there was in the number of miles built an average increase of 268 miles per year—and the second from 1848 to 1856, having an average increase of 2,350 miles per year. In many of the States the development of the railroad system is quite equal to the wants of the people—but in many others, Kentucky being the most notable instance, it is much less.

For the next few years, new railroads will have to be built by local assistance and with the aid of the State to be benefited. The time has past for the West to depend upon us for capital, or for us to look to Europe."

The Railroad increase and progress of South Carolina, are represented in the table referred to, as follows, in the number of miles for each year, from 1831 to 1857, inclusive:

1831.....	6	1845.....	204
1832.....	33	1846.....	204
1833.....	88	1847.....	204
1834.....	137	1848.....	204
1835.....	137	1849.....	204
1836.....	137	1850.....	241
1837.....	137	1851.....	283
1838.....	137	1852.....	383
1839.....	137	1853.....	599
1840.....	137	1854.....	650
1841.....	204	1855.....	677
1842.....	204	1856.....	706
1843.....	204	1857.....	842
1844.....	204		

We may recur to these figures after a fuller examination.

BRITISH FACTORY SYSTEM.

THE total number of operatives in the Woolen, Flax, and Silk production in 1857 is estimated by Mr. McCulloch, in an article just published on the subject, at over 1,300,000, viz:

Number of Factories for Spinning and weaving Cotton, Sheeps Wool, Worsted, Flax, and Silk in the United Kingdom in 1856.

	England.	Scotland.	Ireland.	Total.
Number of Factories.....	4,432	530	155	5,117
Number of Spindles.....	30,122,165	2,643,049	738,366	33,503,580
Number of Powerlooms.....	339,382	26,435	3,388	369,205
Steam power.....	117,158	14,779	5,764	137,711
Water power.....	15,934	4,927	2,863	23,724
Males under 13.....	23,966	488	53	24,507
Females under 13.....	20,773	700	61	21,534
Males 13 to 18.....	59,311	6,580	4,356	70,247
Males above 18.....	156,056	14,204	6,140	176,400
Females above 13.....	305,700	55,300	22,378	383,378
Males, total.....	241,309	21,279	10,549	273,137
Females, total.....	330,769	56,153	22,439	409,360

The employment of nearly three hundred thousand minors, male and female, throughout the Kingdom, further develops the resources of the country. Here legislation has also interfered and restricted employers in the number of hours in which children shall be employed. Notwithstanding this, there has been great misery among the operatives.

The extraordinary increase in machinery in Great Britain may be conceived of by the following table.

The following table exhibits an account of the number of power looms in 1836, 1850, and 1856:

	1836.	1850.	1856.
Cotton.....	108,751	249,627	298,847
Woolen.....	2,150	8,439	14,453
Worsted.....	2,969	32,617	38,956
Silk.....	1,714	6,092	9,260
Flax.....	209	3,670	7,689
Total.....	115,793	301,445	369,205

In less than twenty years the number of persons employed in the Worsted manufacture has increased 177 per cent., as may be seen by the annexed summary, while the rapid increase in the production of cotton goods, woollens, flax, and silk is also fully shown:

Total number of persons employed in the Factories of the United Kingdom, 1838, 1850, and 1856.

	1838.	1850.	1856.	Increase per ct. 1838-1856.
Cotton.....	259,104	330,924	379,213	46
Woolen.....	54,808	74,443	79,091	44
Worsted.....	31,628	79,737	87,794	177
Flax.....	43,557	68,434	80,262	84
Silk.....	34,303	42,554	56,137	63
Total.....	423,400	596,082	682,497	61

LOSS OF LIFE AND PROPERTY AT SEA.

THE Hon. Mr. Washburne, of Maine, in a late speech in Congress, furnishes some interesting statistics going to show the hazards of life and property on board steam vessels, and proposing legislative remedies. We extract as follows:

LIST OF STEAMERS LOST WITHIN THE LAST FIVE YEARS.

Name of Steamer.	When lost.	Value of vessel and cargo.	No. of lives lost.
President.....(British)		\$1,200,000	130 ^a
Arctic.....(American)		1,800,000	300 ^b
Pacific....."		2,000,000	240 ^a
San Francisco....."		400,000	160 ^b
Central America....."		2,500,000	387 ^b
Union....."	July, 1851,	300,000	none. ^c
Chesapeake....."	Oct., 1851,	50,000	" ^e
Sea Gull....."	Jan., 1851,	50,000	" ^c
Com. Preble....."	May, 1851,	50,000	" ^c
Gen. Warren....."	Jan., 1852,	50,000	" ^c
North America....."	Feb., 1852,	150,000	" ^c
Pioneer....."	Aug., 1852,	250,000	" ^c
Independence....."	Aug., 1852,	100,000	140 ^e
City of Pittsburg....."	Oct., 1852,	300,000	none. ^d
Tennessee....."	Mar., 1853,	300,000	" ^e
J. S. Lewis....."	April, 1853,	150,000	" ^e
Washington....."	April, 1853,	40,000	" ^e
Southerner....."		30,000	" ^e
Yankee Blade....."	Nov., 1854,	280,000	75 ^f
Humboldt....."		1,600,000	none. ^f
Franklin....."		1,900,000	" ^f
City of Glasgow.....(British)		850,000	420 ^a
City of Philadelphia....."	Sept., 1854,	600,000	none. ^f
Her Majesty....."	Sept., 1854,	250,000	80 ^a
Opolousas.....(American)		125,000	30 ^g
Rhode Island....."		100,000	60 ^a
North Carolina....."		100,000	15 ^g
Winfield Scott....."		350,000	none. ^e
Tempest.....(British)		300,000	150 ^a
Lyonnais.....(French)		280,000	160 ^g
Albatross.....(American)		120,000	none. ^h
Cherokee....."		450,000	" ⁱ
Knoxville....."		150,000	" ^j
Canadian.....(British)		400,000	" ^k
Crescent City.....(American)		180,000	" ^f
		\$17,750,000	2,307

^a Never heard from.

^b Foundered.

^c Wrecked on the coast of California.

^d Burned at Valparaiso.

^e Lost on the Pacific coast.

^f Wrecked.

^g Collision.

^h Lost near Vera Cruz.

ⁱ Burned in the harbor.

^j Burned in the harbor of New York.

^k Wrecked in the St. Lawrence.

Losses on the Lakes.

1854, Steam vessels valued at \$2,187,825	Lives lost.....	110
1855, " " 1,692,700	" 	118
1856, " " 1,378,100	" 	407
		<hr/>
	\$5,258,625	644

On the western rivers for one year, from 1852 to 1853.

78 steamboats,	} on board of which 400 lives were lost.
4 barges,	
73 coal boats,	
32 salt boats,	

RECAPITULATION.—*Value of property.*

Lost on steamers on the ocean.....	\$17,750,000
Lost on the Lakes.....	5,258,625
	<hr/>
	\$23,008,625

Number of lives lost.

Lost on the ocean.....	2,307
Lost on the Lakes.....	644
Lost on western rivers.....	400
	<hr/>
	3,351

Making the aggregate amount of treasure and property lost in five years on the ocean, \$17,750,000 in steam vessels alone; and the number of persons who have thus perished amount to over two thousand human beings. In addition to this, if we examine the loss of life and property on our lakes in the years 1854, 1855, and 1856, we find that it amounts to \$5,258,625, and six hundred and forty-four lives; which, added to the losses on the ocean steamers, amounts to the enormous sum of 23,008,625 and over three thousand lives.

IMPROVEMENT OF SOUTHERN SWAMP LANDS.*

I invite your serious attention to the reclaiming of some of our richest alluvial lands, which now lie in a state of nature. I allude to our *river swamps* and the *inland swamps* of the low country. These river swamps commence generally at the foot of the falls of our large rivers and continue almost unbroken to the Atlantic, and are subject to inundations of the rivers and the excessive rains from the surrounding hills. They embrace an area in South Carolina estimated at not less than *six hundred thousand acres*, and are valued only for the precarious pasturage they afford. Some of our planters, with an energy worthy of better success, have attempted to cultivate portions of them; but in consequence of the frequent overflowing of the river, have been compelled to abandon

*By the Hon. J. Marshall, before the State Agricultural Society of South Carolina.

them. This partial cultivation, however, established the fact, that they are rich alluvial deposits, and all that is wanting is some artificial means to keep out the river water, and sluices to let out the water from hill-sides and branches. These lands, if reclaimed, would give employment to *sixty thousand* more laborers, and be one of the *great means* of arresting the tide of emigration which now drains our State of her citizens and wealth.

The Legislature of our State has take *one step forward* on the subject of reclaiming some of our *inland swamps*. This, however, applies exclusively to the lower country, and is left to individual enterprise. This may answer the purposes for which the friends of the measure contemplated in small inland swamps, and would, perhaps, answer very well for the larger ones. But I apprehend that, in most cases, the owners of these large swamp lands are situated like the owners of our river swamps—have not the *means* of reclaiming them. I know that there are many of our large swamp owners who would be willing to expend labor and capital in trying to reclaim their rich swamp lands, but are deterred from the undertaking for the want of the co-operation of their neighbors above and below them. There are some wealthy planters on the Pe Dee, Wateree, and Edisto, who, after the expenditure of much labor and capital, have succeeded in a great measure in embanking these rivers, and have fine large bodies of rich lands in cultivation, yielding fifteen hundred pounds of cotton per acre, and forty bushels of corn. These noble examples of individual effort demonstrate the fact, that these lands can be reclaimed and are inexhaustible in fertility. But the labor and capital necessary to reclaim them cannot be borne by many of our swamp owners. The work would require scientific engineering to ascertain what should be the proper course of the river through a large body of low grounds—to ascertain the proper height to make the various embankments and the proper fall to give the canals and ditches. This would be a work of great magnitude and would require more labor and capital than the owners of the land possess.

The question then arises, can these lands be reclaimed; if reclaimed, will they ever pay the expense incurred, and by whom should the work be undertaken? These are grave questions, and require the investigations of our most practical and scientific men. I unhesitatingly answer that these lands can be reclaimed, and will repay, in the future wealth and prosperity of the State, ten times the amount expended, and should be taken by the State in co-operation with the owners of the land. This plan will startle some of our economists, who now have one eye on the new State Capitol and the other on the

Blue Ridge Tunnel. I am well aware that the idea of the State embarking in any more works of internal improvements, with a debt of five millions upon her shoulders, is not entertained in various sections of our State. And I am ready to join any one in opposing the State in engaging in any enterprise that is not calculated to develop her resources and increase the prosperity of her people. But, with all this debt, I am willing to undertake any work of improvement that will tend to develop the agricultural, manufacturing and mechanical resources of our State. If the people of any section of this State have valuable mineral resources, or fine water powers undeveloped, or rich lands to reclaim, and are not able to perform the work within themselves, I hold it to be the duty of the State—and it is money well expended—to aid her people in any great work calculated to develop the resources of the country. This State has now invested in railroads over one million of dollars, exclusive of the Blue Ridge appropriation. This money has now accomplished the objects for which it was invested in the middle and up-country. It has assisted in building railroads, which have done and will do more towards developing the resources of the country where they have been located, than all other efforts heretofore made by the State. Let the State continue to assist those roads now under contract—and at the same time let the funds invested in those roads that have been completed be gradually withdrawn, and applied to the reclaiming the river and inland swamps.

What has not been accomplished, in other States and nations, by the aid of science and steam? We are now boring holes through mountains that impede our progress, and drying up rivers to get the golden sand that lie in their beds. With the examples set before us, and with the aid of science, why may we not undertake a work fraught with such incalculable benefit to the people of our State? It will have to be done sooner or later, or we will have to witness the gradual decline of the true wealth of our State. If we desire to see the wealth of our State developed, we must reclaim these rich lands, and give employment to the thousands and tens of thousands of negroes that are annually leaving our borders.

To convince any unprejudiced mind that this work is eminently practicable, let me, for a moment, refer you to the operations of that country whose fame for thrift and plenty is "world-wide." I allude to the little kingdom of Holland. The general surface of the country is exceedingly flat, and in travelling through it, says a recent traveller, "one finds himself from ten to twenty feet below the surface of the surrounding water, on fine, rich *plodden lands*, reclaimed by the gov-

ernment. The recovery of the *plodden* lands is the most important branch of engineering, insomuch that a government board has been established for centuries, the duties of which are confined to the hydraulic works of the kingdom. Of these *plodden* lands the government has reclaimed one hundred and seventy-three thousand acres, at a cost varying from ten to thirty dollars per acre." It must be borne in mind that these *plodden* lands were once lakes of water and all below the surface of the sea.

To illustrate what can be done by energy, industry and perseverance, look at the last great Herculean task this people undertook, when they embanked, ditched and drained Harlem Lake. This Lake was thirty-three miles in circumference; its depth was thirteen feet below the lowest tide of the sea, and contained an area of forty-four thousand acres. It was enclosed with an embankment seventeen feet high—the water pumped out, which of itself consumed thirty-nine months—ditched and made perfectly dry in twelve years. This same traveler, says, "that in the month of October, 1855, when he visited the scene of operations, not only was the work of draining complete, but what had been, so short a time before, the bed of a lake, was then a region of exceeding fertile lands. Numerous neatly constructed cottages were seen in every direction, and occupied by about five thousand farmers.

This example of the draining of Harlem Lake, is not introduced that we should undertake such a Herculean task. Fortunately for our country, we have no such lakes to reclaim. Our lands are all above the surrounding water. But it is introduced to show what can be accomplished by patient industry, guided by enlightened judgment and aided by a liberal government. If it pays the little Kingdom of Holland, with an area one-fourth the size of South Carolina, to expend millions in reclaiming 173,000 acres of her lands, what would it not pay to our State, in her future wealth and prosperity, to expend a million or so of dollars in reclaiming 600,000 acres of her richest land? I repeat, the work can and must be done. The State has the *ability* and *means* to perform the work, and all that is wanted is, for our practical and scientific men to take hold of the subject. Let our legislators turn their serious attention for *once* to this important subject, and in their economy, industry and energy, imitate the little kingdom of Holland. Let there be established a Board of Internal Improvements, with ample powers to organize a corps of Engineers, whose duty it shall be to survey our River and Inland swamps. Let our Legislature set aside a small appropriation, annually, to be expended in this work. Let the engineers make a careful survey of the swamps, and report whether the

work is practicable or not, and if practicable, what it will cost per acre, and their plan of operations. If they report the work impracticable, I will then be satisfied that we have done our duty to our country, and to posterity, *but not until then.*

THE SUGAR TRADE OF THE UNITED STATES.

THE highest estimate which is made of the incoming crop of Louisiana is 250,000 hhds., which is scarcely more than half of what ought to be considered a good yield for that State. The New York Shipping List furnishes the following statistics of the last year's sugar operations:

RECEIPTS OF FOREIGN IN THE UNITED STATES.

From 1st Jan. to 31st Dec. 1857.	Hhds. and tierces.	Bbla.	Boxes.	Bags.	Total Tons.
At New York.....	246,106	24,897	99,200	175,995	161,942
Boston.....	24,712	1,647	36,223	200,366	31,720
Philadelphia.....	28,639	5,173	6,330	63,981	22,802
Baltimore.....	27,829	9,506	1,561	18,394	18,080
New Orleans.....	34,606	1,010	14,760	8,297	20,349
Other Ports.....	24,966	3,226	3,089	1,256	14,287
Total Receipts.....	386,768	45,459	161,163	468,289	269,180
Add stock at all the Ports, January 1, 1855.....	13,770	.....	4,669	4,000	16,819
Total Supply.....	400,538	45,459	207,832	472,289	285,999
Deduct exports and shipments inland to Canada from all the Ports in 1857.....	39,468	746	26,037	30,273	28,705
	368,070	44,713	181,795	442,016	257,294
Deduct stock at all the Ports, January 1, 1858.....	23,410	.....	13,139	20,312	15,529
Total consumption of Foreign.	337,660	44,713	168,656	421,704	241,765
Weighing.....					241,765 Tons.
Consumption of Foreign in 1856.....					255,292 "
Decrease in 1857.....					13,527 "
Consumption of Foreign in 1857 as above.....					241,765 "
Add crop of 1856-'57 of Louisiana, Texas, Florida, &c., the bulk of which came to market in 1857, and assuming the stock 1st January, each year to be equal.....					39,000 "
Would make the total consumption of Cane Sugar in the Uni- ted States in 1857.....					280,765 "
Total consumption of Domestic and Foreign in 1856.....					378,760 "
Decrease in 1857.....					97,995 "

A somewhat novel feature in this trade has been the large importation during the past year, of the article known as Melado, &c., the receipts into the country having reached equal to about 70,000 hhds—say 23,400 tons sugar, (deducting 50 per cent. from weight to make them equal to ordinary grades sugar, which,

it will be observed, we have done throughout the statement, in all cases receipts, stocks, and exports.) We understand, however, that the importation of this article has proved far from lucrative, and the probabilities are that the commerce in these goods for the year now entered upon, will be comparatively small.

Mercantile enterprise seems to have ramsacked the "utmost parts of the earth," to procure supplies of this article, so essential to the comfort of the human family; and not only the "highways," but the "by ways" of commerce have been diligently explored, and scarce a field left ungleamed; hence we have seen within the twelve months, cargoes and invoices landed here from parts of the globe, hitherto scarcely known as sugar producing countries.

A by no means insignificant cause, aiding the reduction of the consumption of Cane Sugar in this country, the past year, may be traced to the unusual, and, we believe, unprecedented yield of Sugar made from the Maple tree. The season was one of the most favorable remembered, extending over a period of nine weeks, (three to four weeks being the usual length,) and the farmers, stimulated by the high prices that were current for Sugar, labored indefatigably at the sap kettles, and the result is, that the product of the United States, the past season, of this description of Sugar, is set down at 36,000 to 38,000 tons; there is, unfortunately, no reliable data to determine the extent of the crop, but after carefully collating the information in our possession, we have no doubt that the yield was fully up to 35,000 tons—a very important item in our consumption, and contributing in no inconsiderable degree to the relief of the last year's deficiency in the product of the Sugar fields of Louisiana.

The sanguine expectations that were entertained by many in the early part of the year with regard to the Sorgho or African and Chinese Imphee, have not been realized. The experiment of cultivating this plant for its Sugar properties, has been entered into, the past season, quite extensively, in many parts of the country, but as far as we can gather, though there have been a few isolated cases of success, the general result has been unsatisfactory. A very fair quality of Molasses has been produced, but there seems to be a difficulty in concentrating and granulating the syrup, owing either to a deficiency of saccharine qualities, or an ignorance in treating the juice of the cane; at all events, we believe it is generally conceded, that crystalizable sugar cannot be obtained here, from the Imphee, in sufficient quantities to repay the labor and expense of cultivating it, even when Sugars rule at a high currency.

AMERICAN PITCH PINE.

The following appears in a late report of the Architectural Society of Liverpool:

The principal source from which timber is derived for building purposes in Liverpool is America. Baltic is used also in large buildings, though now less frequently than formerly. It is rather more expensive than American pine here; but in Hull it is cheaper, owing to the proximity of that port to the Baltic sea.

I propose this evening, as far as practicable, to consider the various kinds of American pine, the ports from which they are derived, and the characteristics by which they may be known. So far as practicable, I say, because of course it is impossible to describe, by words or even specimens, the more minute subdivisions. Spruce, yellow, red, and pitch pine may in a general way be easily learnt; but when it comes to distinguishing the various ports from which different kinds of

the same pine are shipped, this of course can only be known by long experience.

It may be well to remark that in London our red pine is called yellow, and our yellow white. Spruce pine in Liverpool is not only known by that name, but it is also called white; in London it is only known as spruce.

Red pine is shipped from Quebec, and a little from St. John's. It may be easily known by the strong decided grain it shows, which is charged with rosin. It is generally smaller in size than yellow, ranging from 11 to 14 inches in the square while yellow pine runs up to 24 and 28 inches. Red pine is very strong and durable; it is well adapted for bearing a strain, being in this respect almost equal to oak. A trenail of $1\frac{1}{2}$ inch scantling of red pine, and 16 inches in the clear, will bear a strain of 6 cwt., while Quebec oak will only carry $\frac{1}{2}$ cwt. more. I shall, for convenience sake, always speak of this scantling and clear bearing in the other woods. Red pine is useful in engineering purposes, and for beams where a great strain is required. Its bearing qualities, it is true, are not equal to pitch, though there is a property about the latter pine which almost excludes it from carpentry, of which more shortly.

Quebec red pine is seldom used in house carpentry, for various reasons. It generally tapers two or three inches at the smallest end, so that in cutting off the slab all round there is considerable waste. Baltic red pine is usually substituted, by which the loss is saved, and the latter has the advantage of being slightly cheaper.

Red pine is sent over in very limited quantities from St. John's, but the quality is very inferior; it is crooked, knotty, and sappy, and so small, both in size and value, that the import has almost ceased.

There is a species of red pine called hackmatac, or tamarac, which may be described as red spruce; it is somewhat like larch, and is used in shipbuilding. I cannot tell if it is ever employed for building purposes. It is a very excellent wood, and a great favorite with the ship builders of New Brunswick though vessels built of it only class for seven years, while British oak vessels have a twelve years' certificate. Notwithstanding this, it is said by competent judges to last fully as long as oak.

The price of red pine at present in the timber merchants' yard is 21d or 22d.

This wood is also used for the masts and spars of vessels, and for such a purpose it is admirably adapted on account of its toughness and lightness, though there is now a growing preference for pitch pine, on account of its larger size and

greater strength; still, however, for top and top-gallant masts, I think red pine superior, on account of its lightness.

The stock of red pine, according to the timber circular for this year, is large, though the supply has fallen off owing to a preference being shown to yellow by importers.

Pitch pine is imported from the United States. It is very easily distinguished from all other pines by the rosin in its fibres. The best comes from Savannah. It is much used for flooring boards and stairs. A splendid specimen of a pitch pine floor may be seen in the town hall ball room. For stairs there are some objections to its general use, principally in the event of a fire, because I believe it will be found that wherever a fire has broken out in a building with a pitch pine stairs the destruction has been more rapid and complete; fire rushes up a pitch pine stair and communicates with all the rooms in the building. Where stone and iron is not used, spruce or poplar are preferable; if the latter stair is used in offices or any place where there is much traffic it should have cast iron treads.

Pitch pine is also brought from Charlestown, but the quality of this description is inferior. Within the last three years a most excellent quality has been brought from Ship Island, in the Gulf of Mexico; each log is square sawn, and sent over in scantling averaging 12 inches, and in lengths of 20 to 30 feet. This may be specified for flooring boards with advantage, when it can be procured.

COTTON AND BREAD, OR FREE LABOR AND SLAVE LABOR.

To J. D. B. De Bow, Esq.: A friend has recently called my attention to the kind mention you were pleased to make in your Review of my paper on "the power of cotton." I can only say, that I feel grateful for this evidence of your high appreciation, while I am obliged to decline the honor of having sent it to you, as you seem to suppose. Motives of delicacy, having reference to facts which I may not detail to you, have prevented me from a public distribution of this paper (as I had originally intended) beyond a very limited number to confidential friends. It is, no doubt, from this source that you have derived possession of the stray fugitive which you have taken in and so kindly cared for. However, I do not regret it. It is a gratification to know that my convictions have found sympathy in other minds, and that they have received quite as much attention as they deserve.

As far back as 1847, I wrote a short article, which was published, at the time, in the Boston Post, in which I endeavored

to show the relation that existed between Northern free labor and Southern capital. I thought I foresaw that the issue of slavery was likely soon to be made the basis of political action, and that the odium, whatever it might be, of the institution of slavery, would be sought to be cast upon the Democratic party of the North, the inevitable result of which would be a sectional warfare. Unmistakable evidence of these tendencies existed long prior to that time. I was apprehensive, also, that when this issue came, it would present to the Democratic party the alternative of being obliged, *apparently*, to support the institution of slavery, or abandon its support of *self-government, and the maintenance of those measures which were calculated to promote the best interests of free labor*. In the result of the last Presidential election was realized all, or at least a portion of the fruits I had anticipated.

It seems to me, if this question had been thoroughly understood by the North, we should not now be suffering the mortification of defeat, although Providence, as if to mock at the unmitigated hypocrisy of the "shriekers of freedom," has kindly aided us in the election of a Northern Democratic President, albeit by Southern votes. It seemed to me then, as now, that this subject was not fully understood by the masses, and I greatly desired to draw the attention of our political economists to it, with a view to its elucidation, in order to form an intelligent, as well as humane basis of action, which should govern the Democratic party of the Union.

It seems to me the union of these States cannot long survive the political and *commercial* inequality which at present threatens to engulf us. Equality is the only true basis of permanent union, and I might add, nor is it worth preserving upon any other terms.

The local legislation of the North, which has, in the main, so long been controlled by the interests of labor, and which has given us such unparalleled prosperity, has now, for the most part, passed under the control of capital—and under the plausible pretence, that there is no oppression but negro slavery, it seeks to divert the attention of the white laborer, while it can the more easily despoil him of the results of his own industry—the very basis of his independence.

To quote from my article of '47, "the material interests of the slave-holder, who represents the capital of the South, is in the labor of his slaves. Hence, if he promotes his own material interest, he must identify himself with all those measures that tend to promote the interests of labor. Does he not sell such labor to the *highest* bidder? But how is it with the North? Does the representative of Northern capital stand in the same relation to labor? Does he sell labor to the highest

bidder? No—he has none to sell; he is obliged to buy. It therefore becomes his material interest to buy at the lowest possible rate. Will it not also be natural for him to promote all those measures which tend to *reduce* the rate?

“If the consequences I have deduced from these relations be correct, it follows that the material interest of the Southern slave-holder, is to set the highest possible value upon labor, while at the North the same motives impel the capitalist to promote the interests of capital at the expense, or without regard to, labor. This is the solution of the fact that Northern free labor co-operates with Southern capital to promote Southern policy, and for which (for lack of argument) they have been denominated “ignorant dough-faces,” &c.

“But the material interests of the South are opposed to the protective policy of the North, for the reason that this policy taxes *men* instead of money, and by so much lessens their value. So long as it is the interest of the South to advance the money value of men, and the material interest of the North to depreciate such value, it will not be difficult to determine the line of policy that each will pursue. The South will strive to *enlarge its boundaries*, because, where productive *land* is cheapest, *men* are most valuable. Those who represent the capitalists of the North will endeavor to *limit and circumscribe* these boundaries for opposite reasons. If the North cannot prevent acquisitions, it will endeavor to *impose restrictions* that, in effect, will reduce such acquisitions to *mere departments*, from which no *sovereign States* can arise. *Centralism will be its most distinguishing feature*. It will oppose Florida, Louisiana, and Texas acquisitions—and were our Union not based upon other than mere parchment, it would utterly destroy the sovereignty of the States by its *Wilmot proviso*.”

In connection with this subject, let us quote again from the mouth-piece and representative of Northern capital.*

Speaking of a desire, on the part of Texas, for some rational excuse for declaring herself free from Mexico, he says, “among the causes of complaint at last produced were, *the union of Coahuila with Texas as one State*; the establishment of custom-houses at the expiration of the privilege granted to the colonists of exemption from the payment of duties for two years; the establishment of *centralism* in the place of the Federal Constitution in 1824—*on all accounts a judicious measure under the circumstances*, and one *fairly called for* and adopted by a majority of the Nation.” This man, since the expression of these Mexican notions of the binding force

*Papers on the Slave Power by Mr. Palfrey.

of Federal Constitutions and the sovereignty of States, has been elected by an intelligent constituency to represent them in the Congress of the Nation, and before he is qualified, will have to submit to the ceremony (I had like to have said mockery!) of swearing to support the Constitutions of Massachusetts and the Federal Union! Suppose in the next Congress, (the then Congress of '48,) some Southern protectionist, with a view, ultimately, of re-establishing the Tariff of 1842, should submit a proposition to unite New York with Massachusetts, the effect of which would be, to stifle the voice of the Empire State—is there not danger that such men as Mr. Palfrey, in view of the end to be attained, would think such a proposition "*on all accounts a judicious measure under the circumstances,*" and vote for it? It will be seen that the proclivities of the parties have been fully verified. What was, perhaps, speculative in '47, is seen to have been prophecy in '57. This same party, acting under the self-imposed and popular cognomen of Republican, are now, for the first time in the history of the free States, in the majority, and with frightful rapacity have already commenced the process of *centralization*. We are now, in the great State of New York, far advanced on the high road to consolidation, and that, too, by the very party who claim to be the exclusive champions of the rights of man. "*The union of Coahuila with Texas*" has become localized in our very midst. A *new district* has been formed to supercede the local authority, by adding to the metropolis of the nation one or more of the border counties, and even Democratic judges (so called) are found to declare the outrage in strict accordance with the *letter* of the Constitution. I ask, in God's name, will not the people of this Union look at us, and take warning from our degradation! If this is to be the true solution of our love of freedom for the negro, is it not time to make an appeal for the condition of the white man?

The great disparity in the money value now existing between labor South and labor North, resulting mainly from our system of finance, maintained and pushed to its utmost limit by Northern legislation, producing, in its train, convulsions and panic, resulting in the failure of overgrown establishments, dooming hundreds and thousands of "*free*" laborers to idleness and want, without a moment's warning, is now telling with crushing effect upon the interests of Northern free labor, while the negro is not subject to any of these calamities. It is a great mistake to say, as I have seen it asserted by some of our Southern friends, that the free labor of the North sympathises, to any considerable extent, with the abolition movement. Northern capital demands *cheap* labor, and one way or another

er will have it. Southern capital owns its labor, and demands for it a fair remuneration, and whatever guise the subject may assume, this is the real question at issue. To Southern legislation, therefore, aided by Northern *free labor*, the stability of our institutions and the prosperity of our country hitherto, is mainly due; and in view of the possibility of the declining power of the Southern States, it becomes a question of vital importance to the free labor of the North, as to what measures the South will adopt to maintain its equality. Unhappily, the subject is not without its difficulties. The whole world, with one exception, is freely invited to come to our shores, to enable them to *better their condition*. Every continent on the globe, *save Africa*, avails itself of our munificence, while she alone is excluded. There is no limit proscribed for the white man, outside of Africa, and, although he *cannot go to Africa*, he still insists that Africa shall not come to him. Poor, thriftless, degraded, pagan Africa, the tropics, so congenial to your race, and where no white man can work, must ever be a ceaseless waste; there is *no room for you* to earn, with us, the priceless boon of liberty! Let us hope that the world may some day be wise enough to know that *work*, servile, if you please, or otherwise, does not *degrade* a man, black or white.

While there is much effort on the part of the Abolitionists of the North, to impress upon free labor the idea that the institution of slavery tends to diminish compensation, and impair its own dignity. Great Britain, their most effectual and congenial co-worker, is at this moment devising ways and means to introduce a *cheaper* than *slave labor*, with a view to the increase of tropical products, and the reduction of the high prices which at present rule. In view of their success, the inquiry very naturally suggests itself, if slave labor is not productive at present prices, how is it proposed to make free labor remunerative and prosperous at competing and *cheaper* rates? If we are to maintain the "dignity" and "independence" of free labor, why not advocate some measure calculated to *increase the rate of wages* rather than *diminish* it? Is it sound philosophy to say, the *lower* the wages, the more prosperous is labor? In the absence of better proof, I must dissent from this doctrine. It may be a difficult question to solve—to know what to do with the negro—but while we are solving this problem, I would humbly suggest that, in the mean time, we do not *tax free labor* for his freedom, (so-called,) but keep him at work. There are a great many stomachs depending upon it, and it is hardly worth while to starve a white man to indulge a black one in idleness. Besides, human freedom *can* never be attained except through the ennobling rites of well regulated industry, and those whom nature

has not qualified with mental capacity to give humane and intelligent direction to the pursuits of men. She has kindly endowed them with the necessities that compel submission to those laws which have for their object their highest well-being. The question of freedom can never be solved in any attempt to confer upon man the *right* to work or play, or to do as he pleases. All nature says he *must work*, and that without condition. God says, "six days shalt thou labor and do all thy work." Freedom, therefore, is not a speculative negation. It is a positive living entirely, resulting *only* from well directed human effort. *Action* is the supreme executive and sovereign ruler in its high courts of justice. Freedom is its *compensation*; and whether we have much or little, depends upon what we do, and is always greatest when self-imposed. It seems to me the South made a great mistake when it undertook to resist the encroachments of free emigration to Kansas. Not because it did not have an equal right under the Constitution to any fair proportion of the public domain; but because it had not the elements within itself, namely: *The industrial population*, so indispensable to maintain the *power of expansion*. If it had not the elements to constitute Kansas a slave State, the attempt to do so was sure to recoil upon itself, through the weakness of defeat—while it is more than doubtful that, were the South again to re-open the slave trade, (which in many respects might seem desirable,) whether they could by any possibility, extend their boundaries against the free emigration from Europe and the North. Power does not lie in domain without population, and not always with it. *Acquisition* within the tropics and not expansion beyond them, seems to me to be the only true policy of the South. The North have declared "no more *extension* of slave territory." What boots it. They have not enacted but only declared the inexorable "isothermal" law of free emigration; and while they have so expressed themselves, they have also committed and bound themselves by every honorable consideration, to leave to its own control the institution of slavery within its present limits. Providence, as if to compensate for any degree of weakness, which, no doubt wisely exists in the physical ability of the races, has so disposed the populations of the earth and the products of their industry, as to give the most important and valuable to the weaker party. Civilization, especially in the last half century, have been trying to ignore this great law—it has had no eyes to see oppression, except in the compulsion of the negro to fulfill the only law of his ransom. In the meantime, *bread* and *cotton* have become assimilated, and there is no separating them without doing violence to civilization, which no considerations of humanity

in leaving Africa to perish in idleness, could furnish the slightest compensation. Blight and mildew follow in the track of modern emancipation. Remedies have been resorted to without success. The "coolie system," which was to supply "*cheaper labor*," has signally failed; and imperial patronage is now invoked to *apprentice* young Africa again to his task.

But I am extending what I had only intended as a friendly letter, to a disquisition. If I have already said too much, however, I can hardly reproach myself with the fault, inasmuch as I shall absolve you from all obligation to notice me, except to believe that I have uttered no sentiment, however poorly expressed, which has not an abiding conviction in my own mind.

NEW YORK, Feb. 15, 1858.

ROMANTIC HISTORY OF FLORIDA.

NO I.

The history of the human race has been the history of discovery. The natural impulse of curiosity, the promptings of gain, and the goad of necessity, have, from the earliest period, stimulated mankind to emerge from the horizon which bounded their natal view, to seek in other lands real or fancied benefits. The nomadic tribes of Europe, coming from the confines of Asia, overspread that continent, extended over the northern portions of Africa; and all the then known world which could allure the adventurer, had been reached when discovery sought new fields in the unknown regions, which lay beneath the setting sun.

No period of the world is more replete with interest than the period which succeeded the discovery of a new continent by Columbus. The spirit of chivalry and adventure which had originated with the Crusades, and by these means had extended through all the maritime portions of Europe, now sought an outlet in the prosecution of voyages to the mysterious and unexplored shores brought to light by the renowned Genoese.

The nautical skill of the Italians (essentially a maritime people) made them foremost in the art of navigation, and they seem at that period to have been as distinguished in the qualities of courage, energy, and discretion, as the other nations of Europe; but they were a people without a nationality, and hence could receive neither encouragement nor employment from their native sovereignties. The western portion of Europe, Spain, Portugal, France, and England, were alike excited by the report of the new discoveries, and almost equally eager

to seize upon the wealth and possessions which, by the tales of voyagers, lay unfolded, ready for the grasp of the first who should have the courage and the enterprise to seek them. The Italian mariners, spreading along their coasts, receiving and repeating the exaggerated relations of the returned voyagers, gave a new impetus to both government and people—jealousy of their rivals, and greed for gain, alike conspired to make the projects of expeditions a favorite one with the maritime courts. Private wealth at once offered to furnish the means, whilst the experience and skill of the Italian navigators afforded the knowledge requisite to put the plans in operation.

From the first successful voyage of Columbus in 1492, the Spaniards pursued the track followed by him, and extended their discoveries in the gulf of Mexico, and among the adjoining West-India Isles lying so nearly in the track of their first discoveries. It is singular that twenty years should have elapsed before the coast of Florida was fallen in with. The Spanish discoveries seem to have been made to the southward rather than the north, and the coasts of Southern America became known to them before those of Northern America. The Bahamas were discovered at an early period, and Cuba, although sooner discovered, was only occupied in 1511. In 1497 it is well known that an English expedition, under Sebastian Cabot, sailed along the coast from the Gulf of St. Lawrence southwardly, but it is uncertain how far south it extended, although the probabilities are that it did not reach south of North Carolina.

The discovery of Florida is by general consent ascribed to Juan Ponce de Leon. While most of those engaged in maritime discoveries at this period were young and ambitious men, or, at most, men in the prime of life, Ponce de Leon was a man who had grown gray in military service, had fought valiantly with the Saracen, and in the decline of life had embarked with Columbus in his second voyage to the New World, where, fascinated as seemed all who visited these regions of virgin beauty, he spent a number of years in subjugating the Indian tribes who occupied Hispaniola, then received the government of a part of that Island, and subsequently acquired the government of Porto Rico. His reputation seemed sullied as much by avarice, as it was adorned with courage, and when his position as Governor of Porto Rico was taken from him, he looked forward to conquering new regions with his sword, which would gratify alike his desire for fame and his appetite for wealth.

The fabled fountain of Heathen Mythology, which delayed the march of time and restored youth to age was among the

wonders of the New World, it being said that the Indians of Cuba and Hispaniola affirmed that there was a spring at "Bimini," and a river in Florida, in which old people, bathing themselves, became young again. According to Barcia there seems to have been two of those fabled fountains, the one a spring at "Bimini" in the Bahamas, the other the river of Florida.

Ponce de Leon, with three vessels, sailed from Porto Rico in March, 1512, and first landed at Bimini, where he searched for the fabled fountain several days without success. He then arrived on the coast of Florida on Easter Sunday, and in honor of the day, Pascua Florez, gave to the country the name of Florida. His first disembarkation was a short distance north of St. Augustine; from this point he made some exploration of the country, thence coasted to the south, and probably visited the west coast. Fearful that some one else might anticipate him at Court in getting a grant of the Province, he immediately drew up an account of the country and transmitted it to Spain, and made application for the government, leaving his Lieutenant to prosecute his discoveries. This application for a grant of the Province was acceded to by the Spanish Crown, coupled with the condition of colonizing it. He returned with two vessels, and again landed on its shores, but was met with the most determined hostility. Wounded and discomfited, he was compelled to withdraw the remains of his expedition and return to Cuba, where he soon died, leaving behind him, as his best and principal claim to remembrance, his discovery of Florida and his pursuit of the fabled fountain of youth.

A monument was erected to him in Cuba, with this inscription:

*"Mole sub hac fortis requiescunt,
Ossa Leonis que vixit factis nomina magna suis."*
"Beneath this mound lie the bones of the brave Leon,
Who earned his great name by greater deeds."

In the year 1516, "Diego Muruelo," a navigator sailing from Cuba, landed in Florida, procured from the Indians gold and other articles of value, and returned to Cuba, spreading magnificent reports of the wealth of the country. In the same year, "Bernadino de Mesa," a Dominican, was chosen Bishop of Cuba and the other islands, including Florida.

"Lucas Vasquez de Ayllon," in 1521, applied to the Spanish Crown for the governorship of Florida with the usual privileges. This was granted him on the express condition that he should not enslave the Indians, as had been done in the previous expedition to the islands.

Sailing with two or three vessels, "de Ayllon" coasted to

the northward, and landed at "Chicora," in the neighborhood of Port Royal, S. C. He established a pleasant intercourse with the natives, and finally induced a large number of them to visit his vessel, when he set sail for Cuba, with the intention of making them slaves. One of the vessels was lost, and the larger part of the Indians in the other died, and the fruits of his perfidy were as baseless as they deserved to be.

He shortly afterwards revisited the coast, was attacked by the Indians, and driven off; he returned to Cuba and died, it is said, of mortification and chagrin.

"Pamphilo de Narvaez," in 1526, having obtained from the Crown permission to conquer and govern the country, with some 300 men landed upon the western coast. He was induced by the Indians to travel into the interior in search of gold and pearls. After wandering for months, the remains of his ill-starred expedition, having constructed some rude boats to return by sea, perished miserably; but four of the number escaped, and they eventually reached Mexico by land, to give an account of their misfortunes.

Notwithstanding the disappointment which had surrounded every expedition to its shores, and the small evidences of wealth exhibited by its inhabitants, a halo of romance seemed still to hang over of it, and the name of Florida was the watchword to new hopes and new expeditions.

Hernando de Soto was, next to Cortez, the most distinguished of the successors of Columbus. He had been one of the most brilliant leaders in the conquest of Peru, under Pizarro, and had shared in the wealth wrung from the captive province. Rich and honored, he desired to achieve for himself alone the merits of "un Conquistador," the highest point of ambition to the chivalric spirits of that day. The successful aspirant for such honors had every thing to excite him to heroic exertions.

Besides the wealth and consequence derived from successful adventure, he knew that the song of the "Troubadour," and the page of the historian, would carry his name and his fame not only to the present, but future generations.

When de Soto obtained the permission to go forth as the Adelantado of the unknown and unexplored regions of Terra Firma which lay to the north of the previous Spanish possessions and discoveries, a new interest was excited throughout all Spain and Portugal. The most distinguished men in the kingdom sought to participate in the venture. The best blood of the state pressed forward with offers of service, and it became a matter of difficulty to settle the claims and positions of so many illustrious rivals. It bid fair to be an expedition

of knights and gentlemen alone; means, vessels, and arms, were furnished with ease. Those who had no other means, expended their entire estates to obtain rich arms and appointments. As it was also intended to place a permanent settlement in the conquered provinces, large supplies of seeds, fruit, and animals were embarked; and to these supplies, I have little question, that we owe the wild horses and cattle of the country, as well as many of the fruits supposed to be indigenous, more particularly all of the orange genus.

Mexico and Peru had yielded rich stores of wealth to the invaders, and the few returned voyagers from the coast of Florida had claimed that Florida still more abounded with riches of every description. It had no defined limits, and extended, according to the notion of geographers, as far as Canada; and in 1609 it is styled, "in the Portuguese relation of De Soto's expedition," as "the next neighbor of Virginia; wherein is truly observed," says the author, "the riches and fertilities of those parts, abounding with all things necessary, pleasant, and profitable for the life of man."

The greatest anticipations of success were formed, and the Spaniards landed at Tampa, with banners displayed, and all the pomp and pageantry of a magnificent *cortège*. Knights in full suits of mail, mounted upon splendid chargers, proudly led the van, and it assumed more the appearance of a festive expedition than one to encounter the dangers and perils which experience should have taught them lay before them.

The progress of De Soto soon brought him to understand, by painful experience, that he had a different people to conquer from any whom the Spaniards had hitherto encountered. Instead of the weak and feeble Islanders, the half enervated Aztecs, or the partially civilized and enfeebled Children of the Sun, he encountered a people brave and courageous beyond any of the savage tribes of America; living in the open air, or in rude huts; inured to fatigue and hardships of every description; wily and dexterous in the use of weapons, and able to carry on an offensive or defensive warfare with vigor and perseverance; living in the forests, sheltered by morasses and almost impassable rivers, with the paths of the country known only to themselves. We can well imagine, with our own knowledge of the past and present difficulties of such a warfare, what were the obstacles encountered by the gallant Adelantado.

The history of the expedition is one of great interest, and however much we may deplore the folly of the expectations which characterized it, we cannot withhold our admiration of that magnificent soldier, who in every difficulty and under all

circumstances exhibited the noblest qualities, and showed a perseverance almost unequalled.

Marching straight forward into an unknown wilderness, surrounded by foes, undisheartened by continued disappointment, with lofty energy and perseverance, this chivalric leader deserves a higher meed of praise for his bearing under misfortunes, than they who are supported by a measure of present and a certainty of future success. Backward he never turned, and his spirit, as long as he lived, was the spirit of his followers. For two years through the trackless forest he led them on, and when at last, arrived upon the shores of the Great River, the Father of Waters, already sickened and wasting with disease, his thoughts reverted to all the dignity and position he had left behind him, to his high-born and noble dame, his Andalusian home, and there came to him the feeling that he had reached the limit of his earthly career, with all the bright aspirations which had lured him on still unfulfilled, and an unhonored grave before him, that mysterious stream rushing past from regions all unknown, and descending through unknown regions to the great deep, must have seemed assimilated in its unconscious flow to the grandeur of his own career, each in due time to be again made known and remembered through all time, indissolubly associated with each other.

WESTERN COAST OF THE UNITED STATES.

CLIMATE.—In a general way the climate of the countries to the west of the Rocky mountains has been described as milder and more equitable than that of the eastern. The rigorous winters and sultry summers and all the capricious inequalities of temperature prevalent on the Atlantic side of the mountains are but little felt on their western declivities. But if we try to enter more into particularities we find that the climate of the Pacific regions of our coast is as complicated a subject as that of the configuration of their surface and their geology. It varies as much as the natural features of the soil. We may well say that every two of the great mountain ranges which run parallel to each other from the great "Rocky" dividing ridge to the Pacific embrace not only a particular great valley and river, but also a peculiar variety or section of climate. And the *marine region along and outside the coast forms again a climatological section for itself.*

This latter is for us of prime importance, and we will try especially to characterize it.

In low and flat-coast countries, which are widely open to the influences of the ocean—as, for instance, in the level

marshes of the Netherlands—the climates of the ocean and of the dry land get mixed as it were, and have throughout more or less the same character.

In a country, however, like our West coast, which is nowhere open to the ocean—which, on the contrary, is, so to speak, barricaded against it by a first, by a second, and by a third range of high coast mountains—only a very narrow slip of the coast partakes of the advantages and disadvantages of the oceanic temperature and atmospheric phenomena; and, vice versa, the ocean itself is little influenced by the disposition of the continent. *Both are separated by a sharp line of division.* At a distance of only thirty miles from the shore the climate of our western coast regions undergoes a great change. In a valley at this distance a dry, hot, and clear atmosphere may be found, while rainy and cold winds are raging beyond the mountains to the west.

The marine or oceanic section of our coast has nearly as high a mean temperature in winter as in summer. Nay, sometimes the latter is the coldest part of the year, and we may explain by this circumstance the complaints of old Drake about the “nipping colds” of this region, in which he and his men suffered so much that “they would have been well contented to have kept about them their winter clothes,” though they were here in the very height of summer.

Drake, (or his historian,) when he “inquired a little more diligently into the cause of the continuance of the extreme cold in these parts,” came to the conclusion that it was the constant northwest winds. He states, also, that it was then (1578) well known, “by the continued observations of the Spaniards, that these same northwestern winds were the causes of the fogs and of the general squalidness and barrenness of the country.”

The year throughout this whole region is very distinctly divided into two seasons, distinguished as *the dry* and *the wet season*. The latter corresponds to our winter, and the southern winds bring the rain. The dry season prevails in summer, and is accompanied by the northern and northwestern winds. The rainy season sets in at the same time with the southern and southeastern winds. During the wet season it rains nearly every day, and sometimes for a series of days in succession.

The dry and wet seasons vary in length like our summer and winter, according to the latitude of the places. In Oregon and Washington Territories the rainy season sets in about the middle of October and continues until the end of April.

In Northern California (about the latitude of San Francisco

the rainy season commences about the first of November and ends in the middle of March.

In the Sta. Barbara channel the rainy season commences between the middle of November and the first of December and ends on the first of March.

South of San Diego the rainy season becomes so short that it sometimes quite disappears, and the whole year is very dry.

The greater length of the wet season and the greater profusion of rain in the northern section has favored there also a more luxuriant growth of vegetation, and the *size, extent, and frequency of the forests along the coast may be said to correspond in some measure with the length of the wet season.*

Already Vancouver observed that of the so-called dry season the driest part is in general the autumn. And this observation of Vancouver agrees very well with the still older remark made by Drake, that in the autumn the northwestern winds turn more to the north, and that in August and September direct north winds (and also from the northeast) are constant. The northern and northeastern winds are the driest of all.

It has been frequently remarked that the absence of rain in the dry season is, in a great measure, compensated by the dews which are said to fall frequently very heavily. But later observers have contradicted this, and assert that heavy dews are very rare in the southern division of our coast.

During the wet season snow falls very often in the latitude of San Francisco, and even still much farther south, and may cover the mountains very low down for several days in succession. We may therefore not wonder that on the old charts of the 16th century, even in so low latitudes as 36° N., and very near the coast, we see laid down "Sierras Nevadas," after Cabrillo's account, who happened to see here some mountains whitened by a snowfall, and who believed perhaps that this was an everlasting snow.

Notwithstanding this occasional snow the winters of this coast appear very mild, when contrasted with the temperature of the winters on the east coast in the same latitude. This becomes particularly striking in the northern section of our coast in Oregon and Washington Territories, the winters of which are entirely different from the winters of Canada.

This all characterizes, however, only that narrow and marked strip of dry land and water which lies on both sides of the coast line and west of the Coast mountains. As soon as we pass these Coast mountains towards the east the direction of the prevailing wind changes the temperature changes, and even the seasons are in many sections very different. But we leave it to *the geographer of the continent* to trace and represent all these variations in the interior.

A JOURNEY TO THE WEST.

MISSOURI.—Missouri is destined to become, if my estimate of its elements of prosperity and greatness are well founded, the Empire State of the Union, and that, too, within the next half century; perhaps I might say within the next thirty years. Why? 1. Its central position as respects the East, West, North and South. 2. Its central position in regard to water communication with the several parts of the Union—say 1,500 miles to the mouth of the Mississippi, 1,000 or more up the river Mississippi, 1,100 to Pittsburg, up the Ohio, 2,000, more or less up the Missouri and its tributaries, saying nothing of water trade up the Illinois, the Tennessee, the Wabash and many other streams, tributary to the Ohio and Mississippi. 3. The strong probability of its becoming a free State, and very likely before Kansas itself; because of its greater interest involved in freedom than in slavery; the rapid change of the sentiments of the people of the State in favor of emancipation, as well as from the constant and increasing influx of Eastern and Northern settlers of decided free-soil proclivities. It is only a question of time—the result is certain.

4. As an agricultural region no State can boast of better advantages; far enough North to be essentially healthy and far enough South to escape the everlasting winters, cold and frosts of Iowa, Wisconsin, Minnesota, Washington Territory, and the northern peninsula of Michigan and Superior. Unsurpassed in its capabilities for producing wheat, rye, oats, corn, barley, hops, grapes, fruits of all kinds, grasses, dairy products, beef cattle, horses, sheep, hogs, &c. Already large plantations of the vine exist there and wines of a quality unsurpassed elsewhere, both of still and sparkling varieties, are made in good abundance near St. Louis and at other points, from grapes indigenous to the soil. Add to the above list the staples of hemp and tobacco, with many other products, which time forbids me to dwell upon, and you have the main agricultural elements on which to base a growth and prosperity such as can be scarcely conceived of.

5. Iron. Of iron, Missouri has abundance. The Iron Mountain, 90 miles southwest of St. Louis, contains iron enough to supply all North America for 1,000 years to come. It is a solid lump of magnetic oxide of iron, or specular ore, 7 to 8 miles in circumference, and about 400 feet in height, and of such purity as to yield 60 to 90 per cent. of iron of a quality unsurpassed by that from any mine in America or Europe, and is mined and placed at the mouth of the smelting cupola at a cost of only ten cents per ton, while the cost of mining in other localities, in New York, Pennsylvania, Connecticut,

and elsewhere, ranges from three to fourteen dollars per ton; a difference which of itself, is the basis of a good living profit on the product, over that of any other known locality.

A railway is now in process of construction for bringing the iron to St. Louis, and will soon be completed. How far below the earth's surface this nodule of iron extends is, of course, unknown. The Pilot Knob and Shepard's Valley Mines, in the same neighborhood, are probably as exhaustless as the Iron Mountain.

6. Lime. Nearly the whole State is underlaid with limestone of an excellent quality and of a handsome appearance for building purposes, and is easily quarried, and the refuse blocks and chips, when burnt, afford a strong and handsome lime for masonry and finishing of walls.

7. Clay of good quality for bricks and pottery is found in abundance all over the State.

8. Coal. Nearly over the State, underlying the limestone, is found Cannel Coal of superior quality and fineness, clean, lustrous, jetty, in a layer from six to forty feet in thickness, easily accessible, and appropriate to every culinary and manufacturing purpose to which the industry, inventive genius and science of man can apply it—as burning bricks, burning lime, smelting of ores, and steam machine uses.

9. Granite. Imperfect explorations have already brought to light stores of granite, which warrant the conclusion that there will be no lack of that material for generations yet to come.

10. Marble. Abundance of Marble of fine quality and of great variety of shade and intermixture of gay and lively colors has been brought to light, which is already wrought to a great extent for a variety of useful and ornamental purposes, much of which I have seen. It is fine grained and compact, durable, and receives a light polish. A suit of eight mantels for one of the public buildings in Washington city, which I saw, are specimens of elegant workmanship on elegant material.

11. Lead. This metal is found in Missouri, in quantities, second only to the immense yields of the Galena mines.

12. Copper in vast abundance is already known to exist in Missouri, easily accessible, rich in yield and second perhaps only in abundance to the unequalled mines of the same material in the almost fabulous veins of Lake Superior region.

13. Timber. In the Southern portions of Missouri, unsettled and almost unexplored, are millions of acres of heavy forest of oak and cypress, equal in value, when brought into use, to a mine of gold—of value incalculable.

The imagination pictures the Almighty as putting forth his

mightiest creative energies, when he made Missouri. The productions of his hand in other territories, seem like the children of sportive amusement, when compared with those of a like kind in Missouri, where he seems to have wrought in earnest to see how great stores of the richest bounties could be orderly bestowed within a given space. Missouri was created and designed of Heaven as the great central brilliant, the chief ornament and crowning glory of a galaxy of Empires, and such it needs not the eye of a prophet to see it will one day become.

The above enumerated sources of the future growth, wealth and greatness of Missouri, omitting many others for coming time and space, are what I base my conclusion of her future exalted position among the States of this Union upon: find me another State containing equal or greater sources of prosperity, growth, wealth, material, substantial greatness, and let that State possess an equal geographical position with Missouri, and I will divide my claim for her future exaltation with you—not till then. Who accepts the challenge.

ST. LOUIS.—In 1764 Pierre Chouteau, a French trader among the Indians, after the death of his partner Joseph Laclède at St. Genevieve, descended the Missouri and Mississippi rivers from St. Charles, and landing upon the present site of St. Louis, cut the first tree and built the first house in St. Louis, on the block where now stands Barnum's St. Louis Hotel, the prince of western hotels in its interior management. The house erected by Chouteau stood until within a few years since. He died but a few years since at the age of 70, his widow died in 1843 aged 73. Their grand-children, great-grand-children, and perhaps great-great-grand-children now live in St. Louis, wealthy and respectable, and the city owes a vast debt of gratitude to Pierre Chouteau for his far seeing prescience, which has enriched it by the munificent endowments he contributed to its public and eleemosynary institutions. Long live the memory of Pierre Chouteau!

St. Louis, the infant city, struggled long and manfully against its adverse fortune. Ste. Genevieve, St. Charles, Vincennes, Kaskaskia and Kahokia, were all older settlements. Kahokia especially for a long time was its most persistent rival, and long since the memory of some yet living runneth back. St. Louis was dependent upon Kahokia for its substantial and its fineries and delicacies. Kahokia had the lead in population, wealth, fashions, and dictated to the St. Louis matrons even to the cut of the boddyce and the color of their cap-strings. Now Kahokia is a fifth-rate village, forlorn and dilapidated, inhabited by the descendants of its princely

founders, characterized by sallow, bilious, dwindled countenances, cankered by spite, bile, revenge and unavailing despondency and gloom, at the growth and success of its former feeble *protege* and bantling, St. Louis; then in its swaddling clothes, now a giant, a very Polyphemus in the eyes of the lilliputian Kahokians, who eked out a sorrowful and despairing existence on the frogs which do mightily abound in their swamps, and the cat-fish and eels which they draw stealthily from the mighty Mississippi which flows past the domain of their former glory. The glory is departed from the Kahokians and Ichabod is written upon their decaying, moss-covered walls. Adieu, a long adieu to all their greatness!

St. Louis struggled with the desperation which covets continued existence, against immense odds and grew apace, so that in 1836 it contained about eight thousand people. But it had little trade, no manufactures, for it scarce made its own horse nails and horse shoes, and in about 1836 the puny city did seem at a dead stand and in danger of reverting again to the state of nature, or of dying a natural death of pure inanition and lack of internal vital energy. But, about 1837, its remaining vitality seemed to arouse itself to an outward conscious existence; business began to revive and grow, trade, commerce and manufactures began to assert their rights to existence and recognition; and now, after twenty years of resuscitated life, we behold her a city of one hundred and fifty thousand inhabitants, with a commerce which vulgar arithmetic can scarcely sum up or enumerate, manufacturing every thing, from the mightiest machinery invented by man down to the tiniest hook that catches minnows.

At her levee you see a row of mighty steamers of the largest class, lying side by side for a mile in length, numbering from 150 to 300; some going out, others ever coming in; some receiving and some discharging freight, and that levee for a mile in length and 250 feet broad, piled to the height of twenty to forty feet with every variety of merchandise the mind can recall, and of kinds which father Noah never thought of transporting in his primeval storm ship. I noticed some one hundred different articles of commerce on the levee, together with every variety of agricultural implements known in Western and Southern agriculture, and nearly all bearing the mark of some shrewd Eastern Yankee manufacturer. Bless the Yankee—he does some *things* in the world yet! The list which I noticed excludes hundreds of things ever to be seen in that everlasting, ever-growing, ever-diminishing, ever-moving, enormous levee-pile.

The educational interests of the city and State are on a good, solid foundation, well regulated, well endowed, and in

a flourishing condition, auguring well for the future intelligence of the masses, and the people are a sober, well behaved, genteel, intelligent, active, industrious, thriving, well-to-do-in-the-world, happy community. Building lots in the city limits are worth \$2,500 to \$50,000 each, twenty-five feet front by one hundred and twenty-seven and a half feet in depth; and property is undergoing a steady, permanent and not spasmodic rise, and yet St. Louis is now only on the threshold of her future greatness—in fact she has but just now ascertained and defined her position. She is the great ganglionic centre or solar plexus of the Union, to which every beneficial influence for her future growth in population, wealth, and individual and national importance converges, and from which go out the myriad arteries and nerves for the bringing in of the full supplies for her sustenance, as well as for the transmission of her thousand fold sources of wealth, prosperity and happiness to all who are in communication with her.

Such is the St. Louis of 1857, once the feeble youngling, held in the leading strings of proud Kahokia; now, the prince of Western cities, a Polyphemus, able to gulp down the lank and dwindled Kahokia at a mouthful and, such is the rise, acme, and decline of cities and empires. New York, now called of men, the Empire State, will soon cease to be so called, and New York, now called the Empire city, will shortly cease to be so. Missouri, with her St. Louis, is in the ascendant, and there the star of empire is destined to culminate in a not far distant future.

WOLRAB.

THE RAILROADS OF GREAT BRITAIN.

THE following table shows the proportion which the receipts upon railways have borne to the capital raised during the last eight years:

Year.	Gross receipts.	Amount available for dividend.	Average rate of dividend.
1849.....	£11,806,498	£2,974,208	1.88
1850.....	13,204,668	2,753,259	1.83
1851.....	14,997,459	3,788,900	2.44
1852.....	15,720,554	3,887,282	2.40
1853.....	18,035,879	5,046,145	3.05
1854.....	20,215,724	5,622,175	3.39
1855.....	21,507,599	5,295,095	3.12
1856.....	23,165,493	5,442,862	3.12

ACCIDENTS.

A detailed report upon the railway accidents which occurred in 1856 has already been laid before your Lordships; the returns of traffic for the railway Companies were not, however,

then complete, and the proportion of accidents to the number of persons conveyed could not be shown.

The number of persons who suffered from accidents on railways in the year 1856, compared with the number of persons who traveled, is exhibited in the following table:

Description of Persons.	England.		Scotland.		Ireland.		Total on all railways in 1856.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers killed or injured from causes beyond their own control.....	8	255	....	25	....	2	8	282
Passengers killed or injured owing to their own misconduct or want of caution.....	15	11	3	3	1	2	19	16
Total number of passengers killed or injured.....	23	216	3	28	1	4	27	298
Servants of Company or of contractors killed or injured from causes beyond their own control	23	36	1	2	6	8	30	46
Servants of Company or of contractors killed or injured owing to their own misconduct or want of caution.....	96	30	11	3	5	1	112	34
Other persons crossing at level crossings.....	23	2	1	....	4	....	28	2
Trespassers.....	51	5	13	2	3	....	67	7
Suicide.....	3	....	1	....	....	....	4	....
Miscellaneous.....	13	5	....	2	....	....	13	7
Total.....	232	344	30	37	19	13	281	394
Total number of passengers conveyed.....	108,368,901		13,097,238		7,881,453		129,347,592	

The following table shows the proportion of passengers killed and injured from causes beyond their own control, per million, conveyed in the several years, from 1852 to 1856 inclusive:

	England.		Scotland.		Ireland.		Great Britain and Ireland.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1852.....	.14	4.03	.00	5.08	.00	3.02	.11	4.20
1853.....	.23	2.06	.09	4.05	2.04	1.06	.35	2.80
1854.....	.09	3.08	.16	3.51	.14	.67	.10	1.97
1855.....	.08	2.51	.08	4.50	.14	.97	.08	2.70
1856.....	.07	2.35	....	1.92	....	.25	.07	2.18

It thus appears, that only one person in 16,168,449 who traveled has been killed, and one in 458,370 who traveled has been injured from causes beyond their own control; and that the degree of safety with which passengers have been conveyed is greater than in any year since 1851.

OYSTER TRADE OF VIRGINIA.

TIDE water Virginia contains in its bays, rivers and creeks not less than 2000 square miles, or 1,280,000 acres of oyster beds. Allowing one-tenth of a bushel to every square yard we have upon the *jus publicum* of our State 619,520,000 bushels of oysters. Those who are ignorant of the subject have no conception of the trade in these bivalves—the extensive fleet of vessels and army of persons engaged in their taking, transporting, &c. Not less than 100,000 tons of shipping are annually employed in the trade and at the lowest estimate twenty millions of bushels are taken every year from the rocks and beds, eighteen millions of which are carried outside the boundaries of our State.

It is known that 275 vessels, varying in capacity from four hundred to four thousand bushels, and employing 725 men, are employed in the oyster trade of Baltimore. In Fair Haven 81 vessels varying in capacity from two thousand to seven thousand bushels were owned in 1856, which were exclusively employed in this trade, besides a large number which were chartered by its inhabitants during the busy season. It is estimated that nearly a hundred vessels in this trade are now owned at that port. The very large number of vessels owned in Boston, New York and Philadelphia, for this trade are not known. Six years ago a captain informed us that he knew of sixty in New York city. Boston is known to have, at least, 40 vessels. Providence, New London, Bridgeport, and New Bedford, each owns ten sail, at least, of large vessels, and other smaller places on Long Island and elsewhere own many others. We may assert without fear of contradiction that one hundred thousand tons of shipping are now employed in the oyster trade.

It is exceedingly difficult to get at the quantity of oysters taken to the different parts from Virginia; but from numberless inquiries in every direction, we are justified in affirming (and we speak within bounds) that four million bushels are carried annually from our State to Fair Haven, four million to New York city and vicinity, two million to Boston, two million to Philadelphia, two million (not including those from the Maryland beds) to Baltimore, three million to Providence, Bridgeport, New London, New Bedford and elsewhere, and one million to the South, making a grand aggregate of eighteen million.

To give our readers an idea of the oyster trade, we will give some statistics of the trade in Baltimore and Fair Haven, the two largest entrepôts of the trade in the country.

THE BALTIMORE OYSTER TRADE.—During the summer months 1,000 men are engaged in taking the young oyster from the hard, and transplanting them in the soft bottoms. There are 275 vessels employed, varying in capacity from four hundred to four thousand bushels each. These vessels require 725 men. In the rivers, bays and creeks, 2,000 hands are employed in getting the oysters and loading the vessels. 3,725 persons in all are engaged in the out-door part of the trade. Besides these, in the twenty establishments in the city engaged in the preparation of the oyster for southern and western markets, there are 600 shuckers and 150 packers, making a total of 4,475 individuals. During the season, these establishments prepare and ship about twelve thousand bushels per day, one establishment alone shipping seven thousand bushels, which are scattered all over the West as far as Nebraska Territory. Besides the men employed, there is a quantity of machinery. In connection with this trade is the conversion of the shells into lime, of which about one million bushels are annually made and used for agricultural and other purposes.

THE FAIR HAVEN TRADE.—We have been unable to obtain the statistics of this place. We know that nearly one hundred vessels, varying in capacity from two thousand to seven thousand bushels are owned there, and constantly engaged in the trade—besides in the busy season the number of vessels is largely increased by chartered crafts. We were informed by the best authorities, that in 1856 the capital engaged in the oyster trade in this place was \$1,000,000.

An idea of the *value* of the trade may be obtained by multiplying the 18,000,000 bushels carried out of the State by 30 cents, (the average worth of the oysters at their beds,) which gives us the immense sum of \$5,400,000.

It is well known that four-fifths of the profits of the trade go to persons residing out of the State, who do not pay one farthing towards the support of our Commonwealth. While few Virginians have made more than a bare subsistence from the oyster beds of their State, Northern men have amassed princely fortunes. Not to speak of numberless individual instances where men have started with scarcely any capital but their limbs, and have reaped by their industry—and reaped where they have not sown—a handsome fortune, we could point to Northern communities which have been built up by the oyster trade. Fair Haven owes its existence and prosperity to it; its streets are paved with Virginia oyster shells, and its people's pockets are filled with the profits on their contents.—*Norfolk Argus*.

WE MUST DIVERSIFY OUR INDUSTRY.*

I maintain this proposition, that no reform can ever take place in our agriculture until the farmers of the country raise *every article of food necessary for consumption and manufacture at home—the actual necessities*—such as farming implements, clothing and shoeing for the plantation. This never can be done as long as we devote the whole available labor of our plantations to the almost *exclusive* production of our great staple, cotton, to the *neglect* of other commodities which our soil is capable of producing in great abundance. Our present system is to cut down our forest and run it into cotton as long as it will repay for the labor expended. Then cut down more forest, plant in cotton—plough it up-hill and down-hill, and when it fails to give a support leave it, like Shakspeare's seventh age of man, "without eyes, without nose, without teeth," with bald pate and furrowed cheek, and like old age turned out to grass. Then sell the carcass for what you can realize, and migrate to the southwest in quest of another victim. This ruinous system has entailed upon us an exhausted soil, and a dependence upon Kentucky and Tennessee for our mules, horses and hogs, and upon the northern States for all our necessities, from the clothing and shoeing of our negroes down to our *wheel-barrows, corn brooms and axe-handles*. Some may say that this picture is over-drawn, but in answer I would ask every candid man to look around in his own neighborhood, and see if there are not some farmers pursuing this very policy. The evidence is all over the State, and it is useless for us to close our eyes to the fact, though painful the sight may be.

To correct these evils, and stop these blood-suckers from preying upon our very vitals, I would have you *reduce* the number of acres you plant in cotton *one-fourth*. Prepare your lands thoroughly, make all the manure you can from your woods, marshes and stables, and apply it to your corn and cotton. Add to your present wheat crop the quantity of land you have taken from your cotton, and plant more barley and rye, until your small grain crop equals that of your cotton. Plant the same quantity of corn that you do of cotton, and my word for it, from actual experience, you will make as much, if not more cotton, than you did under the old system. Your barns and cribs will be better filled with corn, wheat, barley and oats. You then can raise all your bacon—keep your stocks of horses, hogs, cattle and sheep in a thriving condition, and in five years out of six, you will always have an abundance to supply home wants, and the wants of your neighbors, and an abundant supply for sale.

*Mr. Marshall.

FOREIGN COMMERCE OF THE SEVERAL STATES, 1856-'57.

States.	Exports, American produce.	Exports, Foreign.	American and foreign pro- duce, ex- ported.	Imports in American vessels.	Imports in Foreign vessels.	Total im- ports.
Maine.....	\$2,400,186	\$1,316,400	\$3,716,586	\$1,882,078	\$782,254	\$2,664,332
New Hampshire....	1,884	.....	1,884	988	16,568	17,556
Vermont.....	253,009	365,461	618,470	2,709,193	.....	2,709,193
Massachusetts.....	26,572,059	3,573,953	30,146,012	35,916,647	11,348,694	47,265,341
Rhode Island.....	544,178	8,173	552,351	460,135	55,357	515,492
Connecticut.....	1,066,536	8,817	1,075,353	1,064,819	51,982	1,116,801
New York.....	119,197,301	15,605,997	134,803,298	161,791,931	74,701,554	236,493,485
New Jersey.....	12,184	.....	12,184	.....	8,867	8,867
Pennsylvania.....	7,014,512	169,920	7,184,432	14,255,078	8,600,171	17,855,249
Delaware.....	117,276	.....	117,276	2,895	.....	2,895
Maryland.....	18,405,893	800,942	19,206,835	8,534,843	2,046,865	10,581,708
District of Columbia.	92,735	.....	92,735	116,399	.....	116,399
Virginia.....	7,234,330	15,379	7,249,709	1,203,547	826,697	1,530,154
North Carolina.....	414,206	.....	414,206	206,746	24,748	231,494
South Carolina.....	16,127,434	12,069	16,140,403	1,720,616	299,170	2,019,786
Georgia.....	10,857,634	.....	10,857,634	581,985	197,924	779,909
Florida.....	3,268,552	.....	3,268,552	298,679	27,427	326,106
Alabama.....	20,575,987	242	20,576,229	617,730	91,360	709,090
Louisiana.....	91,588,371	856,491	92,444,862	22,207,145	2,684,822	24,891,967
Mississippi.....	.....	.....	.....	.....	.....	.....
Tennessee.....	.....	.....	.....	.....	.....	.....
Missouri.....	.....	.....	.....	.....	.....	.....
Ohio.....	933,939	.....	933,939	180,473	136,793	267,266
Kentucky.....	.....	.....	.....	.....	.....	.....
Michigan.....	1,457,223	15,283	1,502,606	1,018,458	100	1,018,558
Wisconsin.....	522,044	.....	522,044	2,320	3,497	5,817
Illinois.....	1,585,096	803	1,585,900	167,835	218,490	326,325
Texas.....	1,491,375	.....	1,491,375	124,455	176,319	300,774
California.....	12,210,719	2,225,183	14,435,901	4,150,065	4,978,349	9,128,414
Oregon Territory...	3,907	.....	3,907	5,020	.....	5,020
Washington Terr'y...	25,805	.....	25,805	2,163	1,554	3,717
Minnesota Territory.	51,140	.....	51,140	.....	.....	.....
Total.....	338,985,065	23,975,617	362,960,682	259,116,170	101,773,971	360,890,141

COMMERCE UNITED STATES—EXPORTS AND IMPORTS, 1856-'57.

Countries.	Domestic produce.	Foreign produce.	Total ex- ports.	Value of imports.
Russia on Baltic and North Seas.....	\$4,356,386	\$171,463	\$4,528,801	\$1,435,394
Russia on the Black Sea.....	69,174	.....	69,174	48,626
Asiatic Russia.....	20,057	26,212	46,269	.....
Russian Possessions in North America....	25,175	57,362	82,537	40,400
Prussia.....	20,783	14,311	35,094	66,127
Sweden and Norway.....	1,373,306	27,120	1,400,426	744,512
Swedish West Indies.....	76,405	3,528	79,933	19,092
Denmark.....	234,529	.....	234,529	8,909
Danish West Indies.....	1,419,018	97,677	1,516,695	281,559
Hamburg.....	8,199,798	654,417	8,854,215	4,647,418
Bremen.....	11,052,107	261,988	11,314,095	10,723,528
Lubeck.....	.....	.....	.....	.....
Other German ports.....	.....	255	255	243
Holland.....	3,980,633	127,244	4,107,877	2,469,763
Dutch West Indies.....	269,517	16,779	286,296	518,254
Dutch Guiana.....	343,723	6,104	349,827	374,461
Dutch East Indies.....	125,256	108,159	233,415	1,287,899
Belgium.....	3,693,628	1,950,693	5,644,326	5,060,311
England.....	174,528,021	3,162,131	177,690,152	123,473,529
Scotland.....	4,671,837	33,181	4,705,018	7,216,111
Ireland.....	3,450,614	1,000	3,451,614	118,453
Gibraltar.....	564,314	53,005	617,319	48,953
Malta.....	288,485	30,992	319,477	114,477
Canada.....	13,024,709	8,530,187	21,554,895	13,291,834
Other British N. American Possessions...	6,911,405	776,182	7,687,587	3,332,462
British West Indies.....	5,092,055	52,868	5,144,923	2,623,693
British Honduras.....	425,379	34,973	460,352	425,000
British Guiana.....	1,008,976	5,618	1,014,594	818,323
Other British Possessions in S. America...	.....	.....	.....	.....
British Possessions in Africa.....	679,585	7,910	687,495	698,275
British Australia.....	3,297,131	143,523	3,440,654	63,632
British East Indies.....	864,593	113,039	977,632	10,766,214

France on the Atlantic.....	85,860,428	962,523	26,292,951	44,718,778
France on the Mediterranean.....	1,858,012	88,094	1,946,086	8,074,064
French North American Possessions.....	187,561	88,212	170,778	95,049
French West Indies.....	729,779	1,864	731,143	59,689
French Guiana.....	84,447	1,000	85,447	53,232
French East Indies.....				
French Possessions in Africa.....				
Spain on the Atlantic.....	2,902,097	13,882	2,975,979	692,989
Spain on the Mediterranean.....	7,715,907	11,211	7,727,118	2,050,034
Canary Islands.....	89,027	915	89,942	44,065
Philippine Islands.....	66,133	171,479	237,612	3,633,763
Cuba.....	9,379,562	5,543,861	14,923,443	45,243,101
Porto Rico.....	1,733,429	152,045	1,935,474	5,748,600
Portugal.....	1,019,057	16,388	1,635,445	422,836
Madeira.....	52,204	684	52,888	34,114
Cape de Verd Islands.....	63,108	1,895	64,503	25,905
Azores.....	62,973	17,751	80,723	50,829
Sardinia.....	8,657,901	77,567	8,185,468	217,387
Tuscany.....	337,400		337,400	1,755,002
Papal States.....				54,673
Two Sicilies.....	1,003,951	58,969	1,152,920	1,575,953
Austria.....	1,130,217	252,727	1,382,944	896,502
Austrian Possessions in Italy.....	1,042,848	29,889	1,072,737	25,808
Ionian Republic.....				11,179
Greece.....				36,533
Turkey in Europe.....	187,975	7,889	195,864	7,405
Turkey in Asia.....	339,506	70,776	410,282	734,445
Egypt.....	28,163		28,163	106,158
Other ports in Africa.....	2,308,185	176,551	4,484,740	1,521,665
Hayti.....	2,216,147	819,517	2,535,664	2,290,242
San Domingo.....	42,283	2,066	44,349	109,874
Mexico.....	8,017,640	597,566	8,615,206	5,953,857
Central Republic.....	116,299	20,722	137,021	288,060
New Granada.....	1,770,209	267,450	2,037,659	2,463,169
Venezuela.....	1,360,148	67,430	1,427,578	3,860,518
Brazil.....	5,268,166	277,041	5,545,207	21,460,733
Uruguay, or Cisplatine Republic.....	976,370	29,802	1,006,172	863,297
Buenos Ayres, or Argentine Republic.....	1,202,376	111,431	1,313,807	2,784,473
Chili.....	2,473,228	433,957	2,907,185	3,742,439
Bolivia.....				
Peru.....	449,733	58,199	507,932	208,747
Equador.....	84,546	2,630	87,176	15,306
Sandwich Islands.....	803,084	144,349	947,433	204,416
Japan.....				
China.....	2,019,900	2,375,230	4,395,130	8,326,933
Other ports in Asia.....		642	642	5,660
Other Islands in the Pacific.....	72,987		72,987	749
Whale Fisheries.....	496,258	21,010	517,268	107,156
Uncertain places.....	29,509		209,509	
Total.....	828,985,065	23,975,617	862,960,682	360,890,141

SILVER MINES OF NEW MEXICO.

It is not generally known in this country that the Silver Mines of Mexico, which yielded to the Spaniards, between the conquest by Cortez and their expulsion by the Mexicans in 1827, two thousand and twenty-eight millions of dollars, as shown by the records of the Mints, have since that period steadily and rapidly increased their product until from an annual yield of about twenty millions it has risen upwards of forty millions in 1856. This vast product is from the working of a very small number of mines, while that portion of Mexico north of latitude 24°, and on our own frontier, which, according to BARON HUMBOLDT and others contains the richest veins—often beginning near the surface, and above water level and sometimes yielding vast quantities of pure native silver—have lain for many years entirely unworked and neglected. This has been in consequence of the inability of the few Mex-

icans scattered over those regions to cope with the wild Apache and Comanche Indians, who have held free scope there until within a few years past. They are now kept out from the States near the lower part of the Rio Grande by the filling up of the country and by the vicinity of our newly established military posts.

Up to this time, the only foreigners who have availed themselves of the opportunities of amassing fortunes from these mines, are the English, and a few Germans; and they have confined themselves principally to the poorer veins of the thickly-settled Central and Southern parts of Mexico. But they are now meeting with most splendid rewards of their enterprise.

Recently, several Companies have been formed in the United States, for working mines in Northern Mexico, and Arizona. One of these is composed, in part, of officers of our army, who have seen and examined the localities, and some of whom have resigned their commissions for the purpose of devoting their time to the opening of these mines. Those in Arizona are so far distant, and in a country so uncultivated and so beset by Indians, that it may be the work of time and of much expense to overcome these obstacles. But, that American enterprise will finally overcome them, none can doubt. On the Lower Rio Grande, however, in the State of Nuevo Leon, within forty-five miles of steamboat navigation, and but forty-five miles from the Texas line, and but four days sail from New Orleans, are some of the richest mines in the Republic of Mexico. One of these is being re-opened by a very strong New York Company called the Vallicillio, and with good prospects of large returns. An association of two well known gentlemen in Mexico and the neighboring part of Texas, and two or three of New York and New England, has recently secured some rich mines in Nuevo Leon, near the Rio Grande, that are reported in that country to be the richest in Mexico, and they have been for eight months past quietly exploring and testing the veins. They have already found several veins, all above water level, of from six inches to two feet wide, and of extreme richness, varying, by Dr. CHILTON's analysis, and by analysis of Mr. ELLIS, the engineer at the mines, from native silver down to ores of one hundred and ninety-five ounces to the ton.

These, however, are but specimens; but Mr. ELLIS writes recently that they are taking out by the ton ores averaging one hundred and eighty-four dollars in silver, and eight hundred pounds of lead per 2,000 lbs.; the lead forming the best possible flux in smelting, and more than paying the whole cost of the process.

The main and richest mine is now being opened in a new

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place, by a horizontal adit, and until that is completed, no ores will be taken out from it. These gentlemen now propose to form a company, and to give to those who choose to participate in such an enterprise an opportunity to do so, on their coming forward immediately, and aiding in furnishing a small amount of funds to erect smelting works, and to enlarge the operations of the enterprise, as will appear by reference to an advertisement which they publish.

STATEMENT OF FAILURES IN THE UNITED STATES FOR 1857.

Places.	Number of firms reported.	Failures reported.	No. of fraudulent failures.	Amount of failures.	Total and fraudulent failures.	Average probable payments.
New York city (a)...	14,136	268	87	\$96,454,000	\$3,711,000	37c.
New York State....	18,984	777	43	21,334,000	1,317,000	41c.
Philadelphia (b)....	7,203	317	74	35,162,000	3,113,000	28c.
Pennsylvania (c)....	15,202	316	27	5,213,000	1,217,000	34c.
Boston	5,420	304	31	52,231,000	827,000	46c.
Massachusetts	14,198	224	19	2,433,000	143,000	52c.
Baltimore.....	2,130	72	18	4,119,000	415,000	29c.
Maryland.....	3,502	39	6	689,000	18,000	25c.
Alabama.....	2,504	22	3	362,000	38,000	48c.
Arkansas.....	1,190	18	6	423,000	42,000	50c.
Connecticut.....	5,123	86	14	1,415,000	172,000	48c.
Delaware and District of Columbia.....	3,513	25	4	324,000	4,500	47c.
Florida.....	792	7	2	250,000	22,000	50c.
Georgia.....	5,518	56	15	1,013,000	342,000	33c.
Illinois (d).....	12,957	362	43	6,713,000	422,000	40c.
Iowa (e).....	4,654	262	23	1,610,000	213,000	41c.
Indiana (f).....	7,614	191	12	1,476,000	110,000	36c.
Kentucky.....	6,580	96	15	2,327,000	617,000	34c.
Louisiana.....	3,813	74	17	7,213,000	809,050	42c.
Maine.....	7,196	92	9	1,712,000	232,000	54c.
Michigan.....	4,420	168	30	3,113,000	423,000	28c.
Mississippi.....	2,412	14	2	463,000	15,000	28c.
Missouri.....	6,727	92	24	6,319,000	821,000	37c.
New Hampshire.....	3,256	64	7	897,000	37,000	54c.
New Jersey.....	4,398	108	12	1,223,000	178,000	51c.
North Carolina.....	3,122	65	17	1,192,000	415,000	46c.
Ohio (g).....	18,392	467	48	5,475,000	663,000	35c.
Rhode Island.....	2,213	41	7	4,737,000	1,403,000	47c.
South Carolina.....	3,413	65	12	1,412,000	162,000	43c.
Tennessee.....	4,294	59	12	818,000	93,500	46c.
Texas.....	2,616	13	2	377,000	27,700	30c.
Vermont.....	2,805	64	5	617,000	27,000	52c.
Virginia.....	9,284	123	27	1,927,000	236,000	45c.
Wisconsin (h).....	4,628	209	13	1,454,000	15,650	50c.
Territories.....	2,727	70	21	1,714,000	327,000	25c.
British Provinces....	10,112	197	34	8,118,000	393,000	
Total.....	227,048	6,022	741	\$282,335,000	\$19,110,400	

FRAUDS.—(a) Nothing. (b) 10 cents. (c) 5 cents. (d) 5 cents. (e) Nothing. (f) 6 cents. (g) 5 to 10 cents. (h) 7 cents.

NEW ORLEANS AND GREAT WESTERN ROAD.

THE authorized capital of this road is \$6,000,000, and the subscriptions as below :

State in bonds.....	\$1,200,000
City "	1,500,000
Parishes and individual subscriptions, and City Tax	1,530,000

Total subscription.....	\$4,230,000
Unsubscribed.....	1,770,000

\$6,000,000

Of the subscribed stock there is yet unpaid—	
State, which issues bonds only in proportion to	
other payments.....	\$593,000
City, uncollected taxes, etc.....	63,000
Parishes and individuals.....	490,000
Difference between par value of City Bonds and the	
amount borrowed on them, about.....	284,000

	\$1,430,000
Total subscriptions as above.....	4,230,000

Leaves as actually realized.....	\$2,800,000
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Less than one-half of the authorized capital.

In consequence of the necessity for increased means of transportation, together with the settlement of an old claim of \$80,000, the debt of the Company has been added to considerably during the year, but the hope is entertained that this may be all cleared off in the course of the coming year by increase of receipts and collections of balances due. The earnings of the completed section were unfavorably affected by the short sugar crop of the past season, but the summer's business shows a larger increase :

The receipts for passengers and freight in June, July and August	
of 1856, amounted to.....	\$38,515 87
And in the same months in 1857 to.....	62,213 27

Difference.....	\$23,697 40
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The length of the road from Berwick's Bay to the Sabine will be 177 miles. The Chief Engineer estimates the entire cost of its construction, including the bridge across Berwick's Bay, at \$3,000,000, and the principal reliance for this is on the proceeds of the public lands donated by Congress. The line has been recently run, and the report is highly favorable, both as regards the value of the lands and the facility and cheapness with which the road can be built through them. The act entitles the Company to six sections per mile, equal on the whole line of 257 miles to 986,880 acres, and, making liberal allowance for entries, it is thought that at least 750,000 acres can be calculated upon, amply sufficient to build and equip the whole road from Berwick's Bay to the Sabine. To comply with the conditions upon which these lands are to be acquired, the Company has issued 8 per cent. bonds to amount of \$2,000,000, payable in 13 years, based on a mortgage of

the complete and separate road to the Bay, now in full operation, and redeemable from the proceeds of the sale of lands beyond Opelousas, specially pledged for that object.

SOUTHERN PACIFIC RAILROAD.

It is now authoritatively announced that this road has progressed sufficiently to secure its charter and the attendant grant of lands from the Legislature of Texas. The New Orleans Picayune, says:

"Besides this result of securing and perfecting the title to the charter and its privileges, this event brings within the range of easy accomplishment another effect of vast importance to this enterprise. By the land grants of the State, whenever twenty-five miles of the road shall have been completed and put in running order, the company becomes entitled to sixteen sections of land per mile, or 256,000 acres for the twenty-five miles, and to a loan of \$6,000 a mile out of the school moneys of the State."

KANSAS—ITS PHYSICAL ADVANTAGES.

THE soil in the eastern parts of Kansas is unsurpassed. All the husbandman has to do is to turn the virgin sod, deposit the corn, and it will bring forth fifty and one hundred fold. The following extract from an article on Kansas, contains many interesting facts in relation to the face of the country, its productions, &c.:

"From the eastern boundary of Missouri to the base of the Rocky mountains the face of the country is a continual succession of undulating ridges and valleys. These ridges generally run north and south. They are divided in many places, from their uniformity, by the courses of rivers and streams. The eastern portion, extending from 80 to 200 miles west of the Missouri boundary—it is the most available for agricultural purposes. It is well, though not abundantly, timbered. It has a limestone basis, and the surface soil varies from two to six feet in depth—much of it is a black vegetable mould, superior to ordinary prairie soil.

"Beyond this district there is a gradual deterioration westward, and beyond Council Grove and Sandy Creek the soil presents a sandy appearance, but is covered with vine, rushes, &c.; the basis is sandstone. The only trees in this portion of the country are those in the valley of the Kansas river. They are chiefly cottonwood and willow. This character of soil extends from 100 to 150 miles westward, and beyond it the soil is in good part composed of marl and earthy limestone, and so is well adapted for corn, wheat, rye, barley, oats, &c. There are table lands elevated from fifteen to fifty feet above the

ordinary level, with perpendicular sides. The surface of these elevations are flat, and some of them are covered with mountain cherry and other shrubs. This region is, however, destitute of timber. This is but a narrow belt of land, and beyond it is a district resembling the eastern portion of the Territory. About the base of the Black Hills there is an abundance of timber growing on a broad bank of fertile, finely watered soil. The scenery here is very fine, and there is an abundance of wild fruits and flowers. Between the Black Hills and the Rocky mountains there is every variety of soil and aspect, the scenery rising to great sublimity and grandeur. It is adorned with sparkling rivulets and placid lakes, and there is any amount of water power surpassing that of any settled portion of the United States.

"The Republican and Smoky Hill Forks take their rise from the snows and streams of the Rocky mountains, and unite to form the Kansas river on the 39th degree of latitude and 96th degree of longitude. This river flows eastward to its mouth in latitude 39 and longitude 96. The valley varies from twenty to forty miles in width near its mouth, and narrows towards its source. The timbers which grow in the upper portion of the two great forks are poplar, cedar, pine and other trees common to mountainous districts. The principal trees of the Kansas river valley are hickory, oak, walnut, sugar maple, ash, &c. The southern portion of the Territory presents great advantages for stock raising and wool growing, as the animals require little or no shelter during the winter, and the expense of building sheds, &c., can be dispensed with. In the north, the soil is said to be perfect for agriculture, being rich and retentive, with just sand enough in it to make it easy to cultivate.

NOTE.

Books, pamphlets, &c., sent to the office of the Review, will be noticed fully in the Weekly Press, which is sent to the same persons.

Subscribers who have not received any number or numbers of the Review, for the last two or three years, will be supplied free of charge, by addressing a note to the Washington office.

As it is our wish that subscribers should preserve and bind the Weekly Press, they will please notify us if any numbers have failed to come to hand and they will be supplied. Our mailing arrangements will henceforth be greatly improved.

An apology is offered for the February number of the Review. The work will be immediately much improved, and the Press will be enlarged. Will not subscribers remit their dues, and send us additional support? The Press is a gratuity to the patrons of the Review, and will they not make the effort to send each, at least, one new subscriber for it.

Our "Weekly Press" will be devoted to light literature, political information and news, whilst the "Review" will be devoted to graver and more elaborate papers, and statistics of development and progress, valuable for preservation and future reference.

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